

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & Co., 136 NASSAU ST.

Saturday, June 14, 1851.

Ohio.

Belpre and Cincinnati Railroad.—The ceremony of commencing work upon this important line of railroad, was celebrated by a grand barbecue, at Chillicothe, on the 2nd instant. The occasion called together from eight to ten thousand people. The multitude organized, by the choice of the following persons to act as officers, viz.:—

Judge John Foster, President; Hon. W. Creighton, George Renick, sen., Esq., Dr. John Coates, John Sample, T. Woodmansee and Simon Ratcliff, Esquires, Hon. John Crouse, Col. White Morgan, and James McCoy, Esq., Vice-Presidents; and M. A. Patterson, George Armstrong, A. Bookwalter and James Ingham, Secretaries.

The meeting was addressed by a number of gentlemen, in a strain suited to the importance of the event. From the speech of Wm. P. Cutler, Esq. President of the company, who spoke at some length, and gave a detailed account of the present

condition and prospect of the road, we make the following extracts:—

The great superiority of this route, for all southwestern trade and travel, is readily seen, from the following statement of distances:—

From Cincinnati, by way of Columbus and Wheeling, to Baltimore..... 651 miles.
From Cincinnati, by way of Marietta and Middle Island..... 582 "

Difference in favor of Belpre and Cincinnati road..... 69 "

From Cincinnati to Philadelphia, by way of Pittsburgh..... 683 "

From Cincinnati to Philadelphia, by way of Marietta and Hempfield road..... 673 "

Difference in favor of B. & C. road.... 10 "

From Cincinnati to Philadelphia, via Columbus and Hempfield route..... 677 "

Difference in favor of B. & C. road.... 4 "

Placing it within our power to control the business to Baltimore, and to enter with decided advantage, the competition with other routes for New York and Philadelphia.

Our advantage over the Lake route and New York and Erie road, from Cincinnati to New York, will be 109 miles.

The immediate purpose of the company is to connect Cincinnati with the Ohio river, a distance of 188 miles. This will be secured, by using, for the present, a portion of the Little Miami road, at least as far as Milford—leaving 175 miles for construction.

The line will pass very centrally, through twenty-six of the southern counties of Ohio, and will offer them the nearest seaboard market for their produce. The following companies have obtained charters, for connecting with us, under most of which it may be expected that roads will be built at no distant day:—

1st.—Muskingum Valley Railroad Company..... 60 miles.
2d.—Franklin, Pickaway & Ross Co..... 44 "
3d.—Dayton, Xenia & Belpre Co..... 52 "
4th.—Ripley & Leesburg Co..... 65 "
5th.—Scioto & Hocking Valley Co..... 125 "
6th.—Iron Company..... 20 "
7th.—Gallipolis, Jackson & Chillicothe co..... 55 "
8th.—Pomeroy & Athens Co..... 20 "

Making 441 miles of tributaries;—to which might be added the extension of our line, as authorized by our charter, to connect with the Hempfield road, at Wheeling, a distance of 80 miles.

Having thus stated the general characteristics of the work, the important enquiries will be pressed by every prudent man;—*have you the money to build with? and, will it pay when built?*

It is well to premise, by saying distinctly, that we do not indulge in the vain and ruinous fancy, that the road is to be built *without money*, or, exclu-

sively, or even mainly, with *other people's money*. We expect that *your own money* must just be laid down in the enterprise, as a basis for its credit, and a guaranty that it will be prudently managed, in construction, and carefully looked after when completed. It is a well established commercial rule—as unyielding as the laws of the Medes and Persians—that any railroad company, asking credit upon their own bonds, must show an amount, *actually expended in the road, equal to that which is asked for*. Any attempt to evade this rule must result in a ruinous usury.

To construct the 175 miles necessary to form a connexion with Cincinnati, at \$20,000 per mile, will require \$3,500,000, one half of which, \$1,750,000, we expect to secure in subscription to the capital stock of the company, and rely upon the following sources:—

Ross County Subscription.....\$100,000
Individual Stock Subscribed.....160,000
Sub. of 25 per cent by Contractors, on work done.....80,000
Athens County Subscription.....100,000
Subscriptions West of Greenfield.....100,000

Total on hand.....\$540,000
Additional west of Greenfield, of which \$50,000 is guaranteed.....150,000
Ross Co. subscription to be voted on the 31st May.....200,000
Vinton County, authorized to vote.....100,000
Athens do. do.....100,000
Towns on the route, do. do.....80,000
Washington Company, \$150,000 is already authorized.....350,000
From Cincinnati and individuals.....300,000

Total, from above sources, being $\frac{1}{2}$ entire cost.....\$1,820,000

With this array of means, from sources so reliable, the board of directors are encouraged to press forward their work, not doubting that credit, upon fair terms, can be obtained for the balance required.

A brief statement of anticipated profits must suffice;—as I desire to encroach as little as possible upon the more valuable time of gentlemen from abroad, who are to address you to-day.

We rely for a profitable business, first upon the trade and travel of one of the finest agricultural districts in the country, or the world, through which the road will pass.

2nd. Upon the immense transportation which will be secured to the road, from a thorough development of the mineral resources of counties east of the Scioto—inevitably resulting from the construction of this great thoroughfare. This item of business is peculiar to the route—indeed, can hardly be claimed, to any great extent, by any other western road.

The twenty-six counties, through nearly every one of which either the main line or tributaries will

pass, present the following summary of resources, as taken from authentic reports:—

Pop. in 1850, 687,428, more than one-third of State.
Horses, " 164,670
Cattle " 282,674
Hogs " 617,000
Wheat " 9,032,000
Bu. Corn " 24,458,000

Total value in 1850, \$170,915,611—equal to one-third of State, without Cincinnati.

As an illustration of the advantages of the road to farmers, it may be stated that an addition of ten cents to the value of each bushel of wheat and corn, would make \$3,349,000, enough to build the road in one year. Add one cent to the value of each bushel of these articles, would give \$334,900, equal to ten per cent. per annum, on the cost of construction. Add \$1.50 each to the value of cattle and hogs, and it will build the road in three years.

The leading articles of breadstuffs and provisions, annually sent to eastern cities from Cincinnati, is equal to 153,000 tons, sufficient of itself to justify the construction of a road to the seaboard for its accommodation. The amount now paid only for freighting these articles, is not less than 2,000,000 per annum. The ability of a railroad, to compete for a handsome share of this business, may be inferred from the fact, that the present cost of transporting flour to New York, from Cincinnati, Chillicothe or Marietta, is not less than \$1.25 per barrel. At the rate of 25 cents per barrel for every 200 miles—a prevailing rate upon eastern roads—it can be carried, by our line, from Cincinnati to New York for less than a dollar, and to Baltimore for less than 75 cents. From the unrivalled fertility of the agricultural district, (yielding one half the corn crop of the State) to which a seaboard market will thus be opened, as well as the advantages in distance clearly offered to the traveller, it must be quite manifest that the entire trade and travel of the southwest will be secured to the road.

The second item of income is looked for from the passage of the road through the finest mineral (coal iron, &c.) region in the United States. This is claimed for it, not only on account of the extent and quality of the deposits, but from the fact that its proximity to the most abundant supply of provisions, as well as market for its own products, with security from foreign competition, equal, at present prices of iron, to thirty per cent. ad valorem duty, renders it the most inviting field for mining and manufacturing enterprise, that can be offered in the whole country.

The following estimate of the amount of business, which may be fairly claimed for this road upon its completion to the Ohio river, is not beyond the resources of the country to supply, viz:—

Transportation of agricultural produce, live animals, &c., equivalent to \$100,000 the entire length of road, at \$2.50 average	\$475,000
150,000 tons coal, iron, stone, lumber, &c., westward to Cincinnati and other markets, at \$1.50 average	225,000
100,000 tons same class freights eastward to Ohio river, distance average 40 miles ..	80,000
Receipt for passengers	500,000
	\$1,280,000
Deduct one-half for working expenses....	640,000

Net income

equal to 17 per cent. upon the cost, at \$20,000 per mile.

With such prospects, not only of commanding the requisite funds for the speedy construction of the road, but of a most profitable return, I trust that the strong sympathies of southern Ohio, which have hitherto clustered around this enterprise, will still be continued for its support—that as the "People's Line," it will be borne forward upon their strong shoulders, to a rapid completion. I hope that when you leave this place you will adjourn—adjourn to meet again (unless an earlier day is fixed) on the 4th of July, 1851, FOR A RIDE IN THE CARS FROM CINCINNATI TO THE OHIO RIVER.

The assemblage was further addressed by Professor E. D. Mansfield, and George E. Pugh, of

Cincinnati, and Hon. J. L. Taylor, of Chillicothe, but our limits do not allow us to give any portion of their remarks.

This great line of railroad is now fairly under weigh; we have only to look at a map to be struck with its vast importance. It will constitute the southern link of the great through line of railroad east and west. The company is now in possession of ample means to push forward the whole line with vigor, and we confidently expect to see the whole road opened in three years from the 4th of July next.

The Change in Locomotion.—Ohio in 1812, and Ohio in 1851.

There is not, in all the physical changes of the world produced by Human Power, so great a change as this day records, in the Locomotive facilities of the people of Cincinnati. We say of "Cincinnati," for reasons which will appear in our story. To-day the Erie railroad is opened from Dunkirk to New York. It records a triumph in the progress of physical civilization, of which we know no parallel. Let us see what this change is. We observe then, that by using due diligence, in reference to the connexion of cars, boats, &c., a traveller who embarks at Cincinnati may reach New York in forty one hours. Thus, the departure and arrivals will be very near as follows:—

Leave Cincinnati.....	5 h. 20 m. A. M.
" Cleveland.....	7 h. P. M.
" Dunkirk.....	7 h. A. M.
Arrive at New York.....	11 h. P. M.

This is allowing 1 h. 40 m., at Cleveland; 1 h. at Dunkirk, and 1 h. longer than the express train on the Erie railroad,—making an allowance of 3 h. 40 m. beyond what is claimed as to speed of the lines; but, on the other hand, allowing for a regular connexion, less than two days will be at any rate, the trip to New York. Such is the event of the day.

Now, let us go back and take a glance at a Cincinnati gentleman leaving this (then country town) in 1812, to see his relatives in New York. No stage then run this side of Carlisle, (Pennsylvania)—and no steamboat on the river, and a keel boat, (the best water conveyance of that day) might get you to Wheeling in three or four weeks! No stage, no steamboat, no rail car,—there remains no resource for the gentleman to take his wife and children, but to buy his horses and some sort of wheeled carriage, hire his driver, and get along as he can. He does so, and his first outlay is something like \$500 for his horses and carriage. Then he hires a driver at \$15 a month, and expenses paid. Then he must lay in an assortment of tools, consisting of axe, hammer, screw-driver, ropes, halters, and tar bucket, with some nails and screws. After this is done, a pair of pistols, a supply of ammunition, and two or three blankets must be provided. In the wardrobe trunks must be included several pair of sheets, if there is any expectation of sleeping any where!

We may suppose the party now to set out, with some hopes of ultimately seeing New York,—a journey full equivalent to one now to the Sandwich Islands. Many are the obstacles they meet with, but we will recite but two or three by way of samples. The old road leads by Williamsburg to Chillicothe, and Lancaster to Wheeling. They get along tolerably well to beyond Williamsburg, where they plunge into the Whiteoak Swamp. Then for twenty miles the road is an uninterrupted railway,—the rails laid the wrong way, and composed of large logs. Thump!—thump. Bang!—bang! "Oh! my back!"

In very despair, wife and children get out, and crawl over the logs, till the last remnants of shoes and stockings are visible through the mud plastering! At length a solitary light gleams in the swamp—and the party arrive, tired, hungry, wet, and cross, at the only log house within fifteen miles. But, when there, there is some consolation in the hearty welcome which awaits you, and the cheerful company of travellers arrived before you, and the loaded table, which is covered with venison, wild turkey, corned beef, hot coffee and fruit; in fine such a feast as princes might desire to look

upon, but which princes cannot get, because they have not the keen appetite, which was its sauce.

We need not recount scenes like these, which day after day were repeated, till the party arrived amidst the German settlements of East Pennsylvania. We will suppose them arrived, at Jersey city. Do you think they will drive into a steam ferry in two minutes? No, sir. Sail ferries were not yet abolished. The party are to go over in a half crazy, squally kind of a craft, called a Perianger—a schooner with slab sides. The party are to have their horses and carriage put in by main force, and then to be got over as they can, in a high wind, tossing about this petty vessel!

The journey takes a month, and the reader may imagine, under such circumstances, how much of time and money are consumed before the family returns to their home in Ohio. Behold the contrast! Forty hours and twenty dollars take you to New York!

We hesitate not to say, that the danger of a journey to California is less, and the ease of it much greater than was a journey from Cincinnati to New York forty years since. Civilization is now doing her work over this entire continent. Happy are they who receive her smiles and enjoy her gift! But, happier yet will they be, if when passed from the rude era of the Pioneer to that of a superior civilization, they shall retain something of the virtue and simplicity, the hardihood and integrity, which gave that Pioneer the power to become the founder of an empire.—Cincinnati Gazette.

Extinction of Fires in Mines.

A great success has been achieved in England by Mr. Goldsworthy Gurney, in the extinction of a burning colliery about seven miles from Sterling. The fire has been raging for about thirty years over an area of twenty-six acres. This accident occurs frequently in the coal mines, and is of course immensely destructive to property. In the present instance a value of nearly \$1,000,000 was endangered, and two years since, \$7,000 was lost by a fire breaking out in a coal-pit in Ayrshire, which has not yet been subdued, and extends over fourteen acres, burning and destroying the wood on the surface. It is now undergoing extinction by Mr. Gurney's process.

In the present case a sum of \$80,000 was spent in surrounding the fire with a puddle-wall to prevent its extending to other works. This took five years in building, and was completed nineteen years ago. The proprietor, the Earl of Mansfield, has expended about £200 a year in keeping it up and supporting over-lookers. Men, learned in the matter, have agreed in the utter impossibility of extinguishing the fire, until Mr. Gurney broached his theory of pouring in choke damp. It was apparently so impossible that the idea only commended itself to the most scientific.

Mr. Gurney, at the invitation of the Earl of Mansfield, went down and inspected the mine. The difficulty to be apprehended in the treatment was that the vast magazine of heat would continue, and cause the re-kindling of the mine upon the re-introduction of the fresh air. But towards the end of March Mr. Gurney commenced with two assistants. The machinery for conducting the experiment consisted of a high-pressure steam boiler, about sixty feet of inch gas-pipe, and a small cone for the high-pressure steam-jet at the end of it, which jet was placed at the proper striking distance from a cylinder of sheet iron one foot in diameter, and about nine feet long. The cylinder was the passage between a coke furnace and the downcast shaft, through which the air was driven by the force of the steam-jet, and, by a simple contrivance, they were able to blow in either the air passed through the furnace, or fresh, at pleasure.

There were some obstacles in the shaft, and Mr. Gurney's assistants descended, Mr. Gurney blowing them in fresh air from above, and there they cleared away two old iron doors into the waste, and knocked a hole through an old puddle-wall, and then, hearing a good deal of rumbling and rushing, as if the roof were falling, they thought it more prudent to retreat, as they had effected their object of opening a passage for the gasses into the burning waste.

The obstacles having been cleared away and a free passage obtained, the shaft was covered with

iron plates and clayed over, so as to render it airtight, and the choke-damp was turned on. That extinguishing gas was made by passing the atmospheric air through an intense coke fire in a brick furnace, which deprived it of all its oxygen, or rather the oxygen combined with the carbon of the coke, and formed carbonic acid, which gas, in mixture with the nitrogen left, was forced through the furnace along the iron cylinder down the shaft and into the burning waste; the quantity of coke consumed being a sufficiently accurate measure of the quantity of air passed.

After blowing in about 8,000,000 of cubic feet of choke damp (at the rate of about 7,000 cubic feet per minute), which was calculated to be about the contents of the waste (allowance having been made for falls of the roof,) they found the upcast or high level shaft or drift was full of it to the mouth, flowed over, and ran along the ground, extinguishing lights if held near the surface of the earth at some distance from the spot. They found when they ceased blowing in gas that after a time the choke-damp receded in the upcast, and that whenever they blew it into the downcast it poured out of the upcast in volumes, being thus a perfect measure of the quantity of choke-damp in the mine, and giving them a proof that it had passed completely through it.

After three weeks of this treatment, they blew in chokedamp at a lower temperature, and by this process gradually succeeded in cooling the atmosphere of the mine, so that after a month's operations the temperature was discovered to be about 98°.

The expense of the operation is not estimated in the letter in the *Times*, which has furnished us with the facts. But it is a very great scientific triumph.

Welland Canal.

During the week ending May 27th, 103 vessels passed the Welland Canal, 62 up and 41 down. Of the vessels passing up 45 were from American ports, and 17 from British ports. Of those passing down 22 were bound to Oswego, 4 to Ogdensburgh, 7 to Montreal, 5 to Kingston, 2 to Quebec, and 1 to Toronto. The vessels bound to Quebec were loaded with pork and flour; those to Montreal with pork, lard, flour, whiskey, wheat and corn; those to Ogdensburgh with flour; those to Kingston with staves and timber, and the one to Toronto with coal.

Railroads in France.

A report made in a late annual meeting of the railroad company of northern France, exhibited a marked improvement in the business and productiveness of that road during the last year, compared with the results of the two preceding years. The cost of the work to the end of the last year amounted to 203,000,000 francs, or \$38,570,000, on which there is a debt now due to the government of 29,312,000 francs.

The receipts of the road during the last year amounted to 23,694,893f.
The expenses to 8,858,124f.
Balance of income, 14,725,669f., or \$2,799,787.

This is equal to a net income of 7½ per cent. on the cost, subject to the payment of interest on the debt. Interest is regularly paid to stockholders on capital to the amount of 160,000,000f, at the rate of four per cent. per annum. On the profits of last year a dividend was declared of two per cent., making with the interest previously paid, six per cent. This is a better income than was paid the last twelve months by any railway in England except the Toffvale.

The report states some interesting facts relative to the rapidity of communication recently established by means of this railway, and with those with which it is connected, with England and Germany. The traveller can now leave Paris at half-past seven o'clock in the evening, and arrive in London at a quarter to eight the next morning; and he may proceed from Paris to Edinburgh, a distance of 757 English miles, in less than 26 hours. The journey may be made from Paris to Bologne in 17½ hours, and from Paris to Berlin in 35 hours.

At the annual meeting of the company of the Paris and Strasburg road, which when finished will be 415 English miles in length, held in Paris, April 27, the report showed that the gross receipts on the

part of the road opened, viz., from Paris to Vitry, 128 English miles, amounted to 6,007,417 fr., leaving a balance, after deducting expenses, of 2,982,465 fr. It is anticipated that further portions of the road will be opened by the end of July, to the extent in all of 271 miles, and that the entire line will be completed by the autumn of 1852.—*Boston Advertiser*.

Cattle on Railroads.—An Interesting Fact.

A few days ago our fellow citizen, Mr. H. L. Ashbrook, took ninety head of beef cattle to New York city. The cattle were sent by the Little Miami and Columbus roads to Cleveland, and thence by steamer to Buffalo, and from that place by railroad to New York city. The cost of transportation was \$14.45 per head. Mr. Ashbrook sold immediately, on satisfactory terms, and returned home, having been absent eleven days. Not the least accident or difficulty occurred, and there was very little shrinkage in the cattle.

The immense advantage of this mode of transportation will be apparent when we state, that it requires about seventy-five days to drive a lot of cattle from this point to New York city, attended with an expense of near \$20 per head, and with a heavy loss by shrinkage.—*Campton (Kentucky) Journal*.

Pennsylvania and Ohio Canal Company.

A meeting of the stockholders of the Pennsylvania and Ohio Canal Company, was held at Warren, May 21st. The following board of directors were chosen:—Hyman Gratz, Philadelphia; Seth Day, Ravenna; Francis Freeman, Frederick Kinsman, Jacob Perkins, Samuel Quinby, and Thomas D. Webb, of Warren. T. D. Webb was chosen president of the board, S. Quinby, secretary, and Geo. Taylor, treasurer. Gov. Wood has appointed Henry W. Smith, of Warren, and D. P. Rhodes, of Ohio city, directors on the part of the state. The next meeting of the board will be held at Ravenna, July 1st. The Trumbull County Whig says:

We are informed that the receipts of the company for tolls, at the Collector's office in this place, up to the 20th of May, of this year, exceed the receipts up to the same date last year, by \$335.73. Such a result was not anticipated, from the fact that the toll on coal and other articles shipped extensively on this canal, is greatly reduced from the rates of last year. This shows a fair increase in the business of the canal. The quantity of coal shipped this season far exceeds the amount shipped in any former year, and yet the demand is not supplied at Cleveland. Preparations are making for a large increase in the coal business during the latter part of the season.

We are unable to state whether the receipts at the other offices compare as favorably with the receipts of last year, as they do at this office.

Difference of Eating by the Piece and by the Job.

At one of the places where the cars on the Erie railroad stop to allow the passengers an opportunity to get breakfast, an incident occurred not long since which strikingly exhibits the difference between a man and his capacities. "I've had a boiled egg and a cup of coffee," said a traveller, as he passed over a dollar bill to pay for the amount of provisions. "We charge twenty-five cents," responded the landlord, "and each person eats what he wants." The expression that came over the traveller's countenance as he received this response, showed that much light had broken in upon him, and the way he proceeded to make up for lost time was a caution to eating-house proprietors. Seven boiled eggs, four cups of coffee, and a large slice of cake disappeared in a hurry, and as the whistle sounded for resuming the cars, we heard him calling for "sliced apple pie," failing to obtain which,

he made a frantic grab with both hands at a pyramid of dough-nuts, a half a dozen of which served him for the remainder of the day.

Pennsylvania.

A Bill in Chancery has been filed in the Supreme Court of Pennsylvania by Robert S. Hays, Thomas S. Clark and Henry Graeff, vs. the Pennsylvania railroad company, asking for an injunction against said company.

The bill sets out that the complainants are stockholders in the company; that the act of incorporation passed the 13th of April, 1846, grants only privileges proper and convenient for a railroad company from Harrisburgh to Pittsburgh; that the company have established at Philadelphia and Pittsburgh, depots, warehouses and agencies for receiving goods, wares and merchandise, to be transported by the said company upon the Columbia and Allegheny Portage railroads, and the western division of the Pennsylvania canal, and the Allegheny river; that they are engaged in using cars and machinery for the conveyance of passengers and transportation of goods, etc., on the Columbia and Allegheny Portage railroads, on the York and Cumberland railroad, on the Harrisburg and Lancaster railroad, and are also engaged in such transportation by boats on the western division of the Pennsylvania canal, and the Allegheny river; that said company are also engaged in transporting goods and merchandise on the Baltimore, Wilmington and Philadelphia railroad, beyond the borders and out of the jurisdiction of the State; and that the officers are daily entering into large contracts for the transportation of goods and by other means than by their said railroad, and between other points than those prescribed by the act of incorporation for the termini of their road, whereby great risks and liabilities are incurred, and the capital exposed to hazard, etc. The bill asks that the company be enjoined from undertaking the conveyance of passengers and transportation of goods on the Harrisburg and Lancaster railroad—on the Columbia and Allegheny Portage railroads—on the western division of the Pennsylvania canal or elsewhere than upon the railroad authorised to be located and constructed by their charter, or anywhere else than on their own road. The argument on the motion for injunction is to be heard on the 30th inst.

Wabash and Erie Canal.

The Wabash and Erie canal has been doing a large business this year, compared with last, as will be seen by the annexed statement of receipts from tolls:

Receipts from tolls during the month of	
April	\$26,881 15
During same month last year	20,434 78
Increase	6,446 36
Receipts from sales of land, April, 1851, \$14,110 76	
" " April, 1850. 7,725 18	
Increase	6,385 57
Receipts from sales of land for 6 months ending May 1, 1851	108,560 21
Receipts from sales of land for 6 months ending May 1, 1850	42,627 41
Increase over 150 per cent.	\$65,932 80

Maryland.

The new Constitution of Maryland contains the following provision in relation to the contraction of debts by the State:

No debt shall hereafter be contracted by the legislature, unless such debt shall be authorised by a law providing for the collection of an annual tax or taxes sufficient to pay the interest on such debt as it falls due, and also to discharge the principal thereof within fifteen years from the time of contracting the same; and the taxes laid for this purpose shall not be repealed or applied to any other object until the said debt and the interest thereon shall be fully discharged, and the amount of debts so contracted and remaining unpaid shall never exceed one hundred thousand dollars. The credit

of the State shall not, in any manner, be given or loaned to or in aid of any individual, association or corporation, nor shall the General Assembly have the power, in any mode, to involve the State in the construction of works of internal improvement, or in any enterprise which shall involve the faith or credit of the State, or make any appropriations therefor. And they shall not use or appropriate the proceeds of the internal improvement companies, or of the State tax now levied, or which may hereafter be levied, to pay off the public debt, to any other purpose, until the interest and debt are fully paid, or the sinking fund shall be equal to the amount of the outstanding debt; but the legislature may, without laying a tax, borrow an amount never to exceed fifty thousand dollars, to meet temporary deficiencies in the treasury, and may contract debts to any amount that may be necessary for the defence of the State.

Public Debt of Canada.

The following is a correct statement of the public debt of the Canadas, as it stood on the 31st of January last:

The debt amounted to.....\$18,049,875
The annual interest payable thereon to 877,674

Of the debt, \$14,843,700 are payable in England, also the interest thereon; \$3,206,175 are payable in Canada.

\$7,300,000 were borrowed at 4 per cent.; \$5,931,860 at 5 per cent.; \$4,818,015 at 6 per cent.

There are, in addition to the above debt, \$732,000 borrowed for various purposes, chiefly on the credit of Canada, and for which its government is responsible, making together a debt of \$18,782,565, on which \$921,635 of annual interest is payable. The Province also guarantees 5 per cent. dividends to the stockholders on certain railways.

The Cars upon the West Bank of the Kentucky.

On Saturday last, just at 12 o'clock, the first passenger train of cars from Louisville arrived upon the bank of the river opposite Frankfort. The snort of the iron horse, by which he announced his arrival, sent a thrill of joy through the hearts of those energetic and public spirited citizens who have so long labored for the completion of the road, and seemed to quicken the pulses of nearly all our business men. We hail it as an important era in the history of Frankfort and of Kentucky.—*Commonwealth.*

The Tehuantepec Route.

Major Barnard, of the U. S. Army, who, with others, has been engaged in surveying a route for a railroad across the Isthmus of Tehuantepec, from the Atlantic to the Pacific, writes to J. P. Benjamin, Esq., Chairman of the New Orleans Committee who have the subject in charge, that the route is entirely practicable for a railroad, with grades not exceeding 40 or 50 feet to the mile. He says:

Taking the whole extent of the road into consideration, the ground is remarkably easy, and timber, stone, etc., are at hand in abundance; and the right of way, (so serious an item in the United States), will have cost little or nothing. No estimate can be made at present, but I think that I am safe in saying that the means appropriated by the committee are ample. In relation to the lands connected with this grant, I think it safe to say a finer tract cannot be found in the world.

An immense number of invaluable productions (comprehending all, or almost all, the valuable productions of tropical climates) can be raised here with the greatest facility, while the forests abound with natural productions of great value. Throw in an enterprising population here, and the Isthmus would become the garden spot of the world.

In relation to opening a travelling route, I think it only necessary to establish steamers connecting with the two coasts, a small steamer or steamers on the river, and the horse or mule transportation across would soon be supplied. Passengers can be got across the Isthmus with such means in six or seven days from Minatitlan to the Pacific. There are people on the Isthmus ready to establish the land communication the moment the steamers commence running, so that this part of the business will give the company no trouble. In conclusion, there can be no exaggeration in saying that this is

THE route, and the one which will supersede all others; and, leaving out of consideration the value of the route, the value of the lands, and the local wealth to be produced would almost pay for the building of the railroad, and be an immense contribution to the commerce of New Orleans. I believe moreover, that no statement or estimate you have seen made as yet realises the full value of this route and grant; it can scarcely be appreciated. I would say, too, that the people on the Isthmus are all friendly to the enterprise, and that large subscriptions of stock can be obtained by an authorised agent. I should mention that rich beds of iron ore exist here, and that indications of silver are apparent.

North Carolina.

North Carolina Railroad.—The Board of Directors of the North Carolina railroad company have ordered the engineers to put the whole under contract before the 9th of July. It appears by the report of the engineer that the road has been surveyed and located, from the point of its connection with the Wilmington and Raleigh railroad—which will be a mile and an eighth south of Goldsboro, in Wayne county—to Charlotte, in Mecklenburg county. It will be 223 miles in length, and cost, with locomotives and cars, \$3,405,132. The location is by way of Raleigh, from whence it goes by way of Hillsboro, Greensboro, and Lexington, to Salisbury, and from Salisbury to Charlotte, by the Concord route, passing within a mile of that village. At Charlotte it connects with the Charlotte and South Carolina railroad.

Raleigh and Gaston Road.—We understand that the prospects for raising the stock necessary for securing the charter, are much more favorable than they have been. Large and enthusiastic meetings have been held during the past week in Warrenton, Louisburg and Forestville, and arrangements made for obtaining subscriptions, which seem likely to be attended with success. The subscription now stands as follows:

Petersburg, pledged for.....	\$100,000
Amount taken.....	\$80,000
Granville, pledged for.....	50,000
Amount taken.....	30,000
Warren, pledged for.....	50,000
Amount taken.....	10,000
Franklin, pledged for.....	25,000
Amount taken.....	15,000
Wake, pledged for.....	75,000
Amount taken.....	55,000

Connecticut.

The Connecticut House of Representatives have passed an act incorporating a road to run from the terminus of the Norwich and Worcester railroad, in the city of Norwich, through the towns of Bozrah, Montville, Salem, East Haddam, Lyme and Saybrook, to a point on the New Haven and New London railroad, in the town of Westbrook.

New York and New Haven Railroad.

We are glad to notice that the proprietors of the New York and New Haven railroad are causing another track to be laid along the line of the road. The distance between Bridgeport and Fairfield, and from the Housatonic river to Bridgeport, is already supplied with a double track, and the portion from this city to the river is now contracted for by Messrs. King & Miller, and is to be commenced immediately. A section of some six or eight miles is now completely graded between Mamaroneck and New Rochelle, and the work of grading between Stamford and Darien, for the laying of the additional track, was commenced last week by Messrs. Hoyt & Bishop. When the various sections now under contract are completed, about two thirds of the distance between this city and New

York will be laid with a double track—and it is believed that the entire road, in the course of the next two years, will be furnished with the additional track.

Another improvement upon this road, which will materially add to the comfort of passengers, is the placing of *oyster shells* upon the track, on different portions of the road. This is said to be the most effectual remedy against dust, and so far as it has been tried has proved successful.

Virginia and Tennessee Railroad.

The Lynchburgh Virginian says that two thousand men are at present employed on the Lynchburgh and Tennessee railroad, and the first sixty-four miles are expected to be opened during the present year. The second division, from Salem to Wytheville, is nearly all under contract, to be finished by the close of 1852. The third division, ending at the Tennessee line, will be put under contract in the fall, and is expected to be in operation before the end of 1853.

Buffalo and Brantford Railroad.

This company has been organized for the purpose of building a railroad from Buffalo to intersect with the Great Western of Canada. Hon. James Wadsworth has been chosen President, and A. D. Patchin and James Wadsworth, of Buffalo, Alexander Douglass, of Waterloo, and A. Hutchinson and Mr. Crotchitt, of Brantford Directors.—The route is about 85 miles in length.

Massachusetts.

Ware River Railroad.—A preliminary meeting was held in Barre on Monday, the 2d inst., to take measures for organising the "Ware River railroad corporation." There was a good attendance of the friends of the road, and quite an animated spirit manifested. Hon. Orrin Sage, of Ware, was chosen chairman of the meeting, and S. A. Whitney secretary. Various committees were chosen, for preparing bye laws, procuring subscription books, obtaining subscriptions of stock, etc. Adjourned to meet in the same place on Wednesday, the 18th instant.

Indiana.

Peru and Indianapolis Railroad.—We have received a copy of the recent exhibit of the financial condition of the above company, which is engaged in the construction of a road from Indianapolis to Peru, on the Wabash canal, a distance of 72½ miles. The first division to Noblesville, a distance of 22½ miles, has been completed at a cost of \$144,504 61, not including machinery. The estimated total cost of the road to Peru is \$445,463 35, or \$6,144 32 per mile. The total means of the company, including \$13,000 received on its convertible bonds, are \$215,866, leaving \$71,361 39 applicable to the division from Noblesville of 50 miles, which is estimated to cost \$317,016 82. It is stated that contractors on this part of the line will take a portion of their pay in stock, so that only \$200,000 will have to be raised to complete the road.

The cost of this road is far below that of any railroad in the United States. This is owing in part to the use of a flat bar, and partly to the extremely favorable character of the route. A new kind of wooden superstructure is used on this road. It secures a continuous bearing, and obviates many of the objections to the use of the light bar. We have seen a model of the superstructure used here, which strikes us as admirably adapted to roads in the west, where iron is expensive, and wood abundant.

The above road intersects with the Wabash canal 164 miles from Toledo, and will form the best route of any road projected in Indiana for produce seeking an eastern market. We copy so much from the exhibit as speaks of the business prospects of the road.

New York is the great commercial emporium of the United States. From the capital of our State, the Indianapolis and Bellefontaine railroad is the shortest projected line of road connecting with the lake in the line to New York, and hence the produce of central Indiana, seeking an eastern market, must find its way over that line to the lake other considerations balancing. But what are the facts in the case? From Indianapolis to the lake, by way of the Bellefontaine road, is 240 miles.—From Indianapolis to Peru is 73 miles, and from Peru, by way of the canal to the lake, is 164: making the distance from Indianapolis to the lake, by way of Peru, 237 miles. The cost of transporting a bushel of wheat from Peru to the lake on the canal is 11 cents, and from Indianapolis to Peru on the road, at the same rate as charged on the Madison line, it would be 7 cents; making 18 cents.—From Indianapolis to the lake, over the Bellefontaine road, at the same rate as charged over the Madison line, the freight would amount to 24 cts.; making a difference of six cents per bushel in favor of the Peru line. Running up the Bellefontaine line from Indianapolis, 30 miles, and annexing it to the Peru line, as an arm or branch of that road, the expense of transportation is equalized, and at such points the trade will inevitably divide. It then, upon the Peru line, is necessarily drawn the produce business of the country 30 miles from Indianapolis, on the line of a thoroughfare direct for the eastern market, the produce of the State within the same distance of the capital in all other directions, must, with equal or greater certainty, fall upon that line also.

The superficial area of this circle around the capital, tributary to the Peru line, during canal navigation, is 2,827 square miles. The territory not included within this circle, and between it and Peru for 15 miles on either side, (and with equal certainty tributary to the Peru line) embraces 1200 square miles, which make 4027 square miles.—Suppose, for the calculation, that but 80 acres to the 640, or to the square mile of the above is cultivated. Suppose further, for the purpose of convenient calculation, that the different productions are thrown into wheat, and that it yields but 12 bushels per acre, six bushels of which only are thrown upon the Peru line during the six months of canal navigation—the other for home consumption and shipment over the Madison line to the river, south. We have then 1,932,960 bushels, at, as an average, say, of 5 cents per bushel for transportation; making the sum of.....\$96,648 00

If the outward passenger business but equal one half of the six months' outward freight, say..... 48,324 00

And if the whole of the other business, both ways for the full year, in both freight and passengers, but equal the above sums, we have as total receipts. 189,044 00

Deduct for ordinary repairs, and the expense of the running department, 40 per cent of the proceeds, and we have as net proceeds..... 173,966 40

which is per annum, exceeding 39 per ct. of \$445,463 35—the cost of the road.

This per cent, resulting from calculations based upon existing facts, and the inevitable and unerring laws of trade, appear, at first blush, wild and inconceivably beyond the limit of anything reasonable in a comparison with similar improvements elsewhere. It will be observed, however, that the amount of business estimated is not large, nor the proceeds great, and that as a per cent upon the cost even of the Madison line, it must fall below their dividends. For cheapness, the road is unprecedented.

The above estimate of receipts and profits is undoubtedly extravagant, for the reason, that public sentiment will allow no company to make such an exorbitant profit, which must always be kept within reasonable and satisfactory limits; but we have

no doubt that the above road will yield an ample return upon its cost, one that should satisfy the most avaricious. With the small amount wanted by the company on credit, we see no reason why the only remaining division should not be pushed rapidly forward. The route is most favorable.—The company would find no difficulty in the present state of the market of readily negotiating its bonds for any balance that may be wanting.

The officers of this company are:

Directors—John Burk, W. W. Wright, Marlon county; J. D. Stephenson, S. Dale, E. Cottingham, Elihu Pickett, Hamilton county; Wm. Dickson, Tipton county; C. D. Murray, John Bohan, Peter Hersleb, Howard county; J. M. Defrees, Ira Mendenhall, W. J. Holman.

President—John Burk.

Secretary—J. T. Cox.

Treasurer—E. Cottingham.

Engineer—W. J. Holman.

South Carolina Railroad.

We learn from the Charleston Courier that the Carolina railroad company commenced to run double passenger trains on the 1st inst.

1. The accommodation train will leave Charleston at 8 a.m., and arrive at Augusta at 3½ p.m.—Returning, it will leave Augusta at 6 a.m., and reach Charleston at 2 p.m.

2. The fast train will leave Charleston at 11½ a.m., and reach Augusta at 5½ p.m. Returning, it will leave Augusta at 10 a.m., and arrive at Charleston at 4 p.m.

The Georgia road also commenced, on the same day, to run two trains as follows, viz:

1. A day train leaving Atlanta and Augusta at 6 a.m., and arriving at 5 p.m.

2. A night train leaving Augusta and Atlanta at 5 p.m., and arriving at Augusta at 4½, and Atlanta at 5 a.m.

Railroad Subscriptions.

The county of Bourbon, Kentucky, has subscribed \$150,000 to the Maysville and Lexington railroad, and \$100,000 to the Covington and Lexington railroad. The authorities of the town of Parkersburgh, Va., have determined to take \$50,000 in the stock of the North Western railroad company.

Tolls on the Wabash and Erie Canal.

The collector of tolls on the Wabash and Erie canal, at Toledo, under date of May 31, gives the following important information to forwarders:

The rate for railroad iron and car wheels has been fixed for the Wabash and Erie canal at 2½ mills per mile, for 1000 lbs., and for railroad spike and locomotive engines at 4 mills per mile for 1000 lbs. in the State of Ohio to the State line.

Cleveland, Ohio.

The Cleveland Herald contains an interesting article, the object of which is to show the advantages which that city possesses to constitute her a great manufacturing town. Coal of the best quality for steam and manufacturing purposes, can be delivered there in any quantity for \$2 per ton. The Herald claims that no other town on the lakes is equally favorably situated in respect to abundance and cheapness of fuel, which is now the chief and indispensable agent that man employs in the preparation of the raw material to the uses of life.—Around the upper lakes are probably the most valuable deposits of copper and iron that can be found in this country. As there is no coal about Lake Superior, it will soon be cheaper to transport the ores, particularly those of copper, to the fuel, than

to carry the fuel to the ores. Cleveland, too, is on the route which these metals must take, to find a market; an important fact in her favor. The Herald is of opinion that Cleveland will soon become the point where the copper ores of Lake Superior will be brought for reduction, and anticipates an important addition to her business from this source.

Cleveland we have no doubt is rapidly to become a great manufacturing, as well as a commercial city. She has every element of a great growth, possessing vast commercial, and in the abundance and cheapness of coal, vast manufacturing capabilities. She is so situated that she must always enjoy an immense country trade. Placed at the northern terminus of the Ohio canal, she is now becoming the focus of a number of extensive and important lines of railroad, radiating in every direction. The completion of these will secure to her everything she needs in the shape of commercial and business facilities, and we expect to see her increase during the next ten years, in a much more rapid ratio than has been her increase during the last ten. She will soon contend with Cincinnati for the great prize—the trade and business of the State.

Columbus, Urbana and Piqua and Indiana Railroad.

Col. Medary, one of the directors of the company constructing this road, during his recent visit here, spoke in the most confident terms of the early completion of this great work, from the capital of Ohio to the Indiana line, to intersect the Indianapolis and Bellefontaine railroad. Should this line, as contemplated, be made a continuous route, from the capital of Ohio to our city, so that travellers could take the cars at each capital, on a through route, and the road be run in six or seven hours, as it can be, it would certainly do an immense thro' passenger business, while its local business would be equal to any other road in the west, the country through which it passes being unsurpassed in fertility.—*Indiana Statesman.*

Dayton and Indianapolis Railroad.

The survey from the State line to Indianapolis has been completed; the contractors are now at work as far east as Centreville, and the whole line will soon be let.

By the 1st of January next the cars will be running from Terre Haute to Indianapolis, and in one year more we hope to see the open link between Indianapolis and Dayton closed up, which will give a continuous line of railway to the lakes, or to Philadelphia by way of Pittsburgh. It will then only remain for the people of Illinois and Missouri to construct the road across the former State, to unite Boston, New York and Philadelphia with St. Louis by railway.—*Indiana Statesman.*

New York.

Hudson River Railroad.—On the 10th inst. another section of the Hudson River railroad was opened for the conveyance of freight and passengers. The section extends from Albany to Oak Hill, nearly opposite Catskill, a distance of thirty seven miles. Steamboating, therefore, is reduced to the number of miles there are between Poughkeepsie and Oak Hill.

Louisville and Nashville Railroad.

The Louisville Journal of the 16th inst. says:—"The board of aldermen, at its session yesterday, passed an ordinance for subscribing \$1,000,000 to the Nashville and Louisville railroad company—\$500,000 to be paid by taxation, and the bonds of

the city, having thirty years to run, to be given for the balance."

Portland, Saco and Portsmouth Railroad.

The annual meeting of the Portland, Saco and Portsmouth railroad, took place at North Berwick, on the 2d instant. The annual report was read, from which it appeared that the road, after defraying the current expenses, repairing, and paying the usual dividends, has earned a surplus of \$15,000.

The directors chosen for the ensuing year are, Ichabod Goodwin, Portsmouth; Daniel A. Neal, Salem; Josiah Calef, Saco; John Howe, Brookline; Charles E. Barrett, Portland; John D. Lang, Vassalboro, and Thomas West, Haverhill.

At a meeting of the directors, Ichabod Goodwin, was chosen President, Charles E. Barrett, Clerk, and James Sweetser, Treasurer.

Ogdensburgh Railroad.

At the annual meeting of the stockholders of the Ogdensburgh and Champlain railroad, held at Rouse's Point on Monday the 2d inst., the following persons were chosen directors for the ensuing year:—

T. P. Chandler, J. W. Edmonds, R. G. Shaw, B. T. Reed, of Boston, Mass.; Isaac Spalding, of Nashua, N. H.; Charles Paine, of Northfield, Vt. G. V. Hoyle, of Champlain, N. Y.; Hiram Horton, of Malone, N. Y.; John Leslie Russell, of Canton, N. Y.; George N. Seymour; H. Van Rensselaer, of Ogdensburgh, N. Y.; James H. Titus; Samuel J. Beals, of New York.

The directors are the same as last year, with the exception of S. J. Beals, of New York, in the place of Mr. Reddington, of Waddington, St. Lawrence county, deceased. T. P. Chandler was elected president of the road, and C. L. Schatter, superintendent.

Illinois Central Railroad.

The following is the programme determined upon by Col. Mason, for conducting the survey of the Illinois central railroad and branches. The whole work has been divided into seven sections, with a chief over each. The main stem from Cairo to Peru comprises the 1st, 2d, and 5th sections; the Chicago branch the 3d and 4th sections, and the Galena branch the 6th and 7th.

The following is the order:—1st section, A. T. Ormsby, Chief—headquarters, Cairo; 2d section, A. T. Galloway, Chief—headquarters, Decatur; 3d section, L. W. Ashley, Chief—headquarters, Homer; 4th section, N. B. Porter, Chief—headquarters, Chicago; 5th section, H. Plank, Chief—headquarters, Bloomington; 6th section, T. B. Blackstone, Chief—headquarters, LaSalle; 7th section, B. B. Provoost, Chief—headquarters, Dixon.

New York.

Buffalo and New York City Railroad.—The Attica Atlas, speaking of the Buffalo and New York city railroad, formerly Attica and Hornellsville, says:—"Books were opened at Warsaw for subscriptions to the increased stock for extending the road to Buffalo, and \$41,000 were taken. The engineers and surveyors are now at work locating the line from Attica westward. Arrangements are being made for subscriptions to the balance of the stock, and the road will probably be all under contract by the 1st of July, and finished through to Buffalo by the 1st of January next." Commencing at Attica, the road passes through the towns of Alexander and Bethany, in Genesee county; Middlebury, Warsaw, Gainesville, Castile and Genesee Falls, in Wyoming; Portage and Nunda, in Livingston; Grove and Burns in Allegany, to Hornellsville. It is 58½ miles in length, and has an average grade of

45 feet to the mile. The road crosses the Genesee river less than half a mile below the village of Portage, at right angles—there being straight lines on both sides.

Albany and Schenectady Railroad Company.—The following gentlemen yesterday elected directors of this company for the ensuing year:—

Directors.—E. C. McIntosh, G. Y. Lansing, R. H. King, Lyman Chapin, H. Pumpelly, Augustus James, John T. Norton, R. H. Winslow, and Thos. Tilestone.

E. C. McIntosh was unanimously elected President, in place of John T. Norton, resigned.

G. Y. Lansing, Vice-President.

E. C. McIntosh, G. Y. Lansing, and R. H. King, Finance Committee.

The project of the Hamburg and Erie railroad is being urged on the attention of that part of the country interested, and a meeting has been held at Warren, Pa., at which strong resolutions were passed in favor of a road from Pittsburgh to Olean, on the New York and Erie railroad, along the valley of the Allegheny. A resolution was passed to open the books of subscription.

Hudson River Railroad.—The following gentlemen were yesterday unanimously re-elected directors of the Hudson River railroad company, for the year commencing June 9, 1851:—

James Boorman, Edward Jones, Gardner G. Howland, Japhet Bishop, Elisha Peck, Gouverneur Kemble, Cold Spring; Moses H. Grinnell, Wm. C. Redfield, Edwin D. Morgan, Drake Mills; Erastus Corning, Albany; James Hooker, Poughkeepsie; Hugh McClellan, Hudson.

At a subsequent meeting of the board the following officers were re-appointed:—

James Boorman, President; Edward Jones, Vice-President; George B. Butler, Secretary and Legal Agent; John M. Hopkins, Treasurer; Wm. C. Young, Chief Engineer; Oliver H. Lee, Superintendent. All other officers were re-appointed.

Rochester, Lockport and Niagara Falls Railroad Company.—The following persons were elected directors of this company for the ensuing year, at the annual election held on the 5th instant:—

Joseph B. Varnum, Freeman Clarke, Azariah Boody, Elias B. Holmes, Watts Sherman, Silas O. Smith, Roswell S. Burroughs, Edmund Whitehouse, Alexis Ward.

Joseph B. Varnum was re-elected President, and Alexis Ward re-elected Vice-President. The standing committee the same as the past year.

Watertown and Rome Railroad.—An election of directors of the Watertown and Rome railroad company, took place on Monday. The following named gentlemen were elected:—

William C. Pierrepont, Norris M. Woodruff, Orville V. Brainard, Samuel Buckley, Clarke Rice, William Lord, Smith Bartlet, Robert B. Dextater, John C. Cooper, Horace Dunbar, Calvert Comstock, Willis Phelps, Charles G. Harger.

Saratoga and Schenectady Railroad.—At a meeting of the stockholders of this road, held at Saratoga Springs on the 5th inst., the following gentlemen were chosen directors for the ensuing year:—

George R. Davis, John Cramer, Sylvester Norton, George M. Tibbits, E. F. Bullard, John P. Nazro, Wm. H. Warren, Le Grand B. Cannon, Thomas White.

Oswego and Syracuse Railroad.—The annual election of directors of the Oswego and Syracuse railroad, was held at the office of the company on Monday the 2d instant. The following gentlemen were chosen:—

Holmes Hutchinson, T. S. Faxton and Alfred Munson, of Utica; R. H. King, of Albany; Sylvester Doolittle, F. T. Carrington, Joel Turrell, Luther Wright, and William J. Pardee, of Oswego; E. B. Wicks, T. T. Davis, Allen Munroe, and John Wilkinson, of Syracuse.

At a subsequent meeting on the same day, Holmes Hutchinson was unanimously elected President of the company for the ensuing year.

Rochester and Syracuse Railroad.—The annual meeting of the stockholders of this company was held at Canandaigua on Wednesday, when the following directors were chosen:—

Henry B. Gibson, Joseph B. Varnum, James J. Van Allen, John Wilkinson, John H. Chedell, Nathaniel Thayer, Wm. F. Weld, Horace White, Jacob Gould, Joseph Fellows, Charles Seymour, Lewis Brooks, Robert H. Ives. Henry B. Gibson was re-elected President.

Ohio.

Junction Railroad.—At a meeting of the stockholders of this company, held at Flyria, on the 2d inst., the following persons were elected directors for the ensuing year, viz.:—Ebenezer Lane, Geo. W. Reynolds, Willard V. Way, Ahira Cobb, Herman Ely, Jr., Nahum B. Gates, Freeland T. Barney, Christopher C. Keech, Earl Bill, Cornelius S. Russell, R. B. Dennis, D. P. Rhodes, and Elijah Dewitt. E. Lane was chosen President, and E. Dewitt, Treasurer.

The estimated cost of construction from Ohio city to Sandusky, is \$580,000. From Sandusky to the Maumee River at Perrysburgh is \$180,000. These estimates are for a permanent structure of the first class.

The resources now in hand are estimated at \$630,800, which, with the stock the contractors agree to receive, is more than sufficient. An offer to supply timber for bridges, for stock at par, was made at Elyria, and arrangements already exist for the equipment of the road whenever the work is ready. The prospects, therefore seem to justify the expectation of a certain and early completion of the road.—*Sandusky Register.*

New Jersey.

New Jersey Railroad.—The following gentlemen have been unanimously elected directors of the New Jersey Railroad and Transportation company for the ensuing year: John S. Darcy, Dudley S. Gregory, John P. Jackson, Adam Lee, John Acken, Stephen Whitney, J. Phillips Phoenix, Abraham G. Thompson, Henry R. Benson.

The stockholders passed resolutions in favor of encouraging a lateral railroad to Belleville and Bloomfield, and of expediting the mail lines from New York to Philadelphia via New Brunswick.

Pennsylvania.

Sunbury and Erie Railroad.—At an adjourned meeting of the stockholders of the Sunbury and Erie railroad company, held at the building of the Reading railroad company, No. 73 South 4th st., Philadelphia, on Saturday, the 24th of May, the following gentlemen were elected officers of the company:

President—Daniel L. Miller, Jr., of Philadelphia. Managers—John J. Ridgway, Joseph B. Myers, John J. Kane, Francis N. Buck, Wm. D. Kelly, Samuel J. Reeves, Wm. B. Reed, all of Philadelphia; Robt. L. Fleming, of Clinton county; Wm. A. Irvine, of Warren county; James L. Gillis, of Elk county; James Niles and John Galbraith, of Erie county.

In addition to the choice of officers, the following resolutions were adopted by the meeting:

Resolved, That the stockholders do hereby accept a further Supplement to an Act entitled "An Act to incorporate the Sunbury and Erie and Pittsburgh and Susquehanna railroad company," passed by the legislature of Pennsylvania, February 12th, 1846, in relation to the time of commencing the road, and its location, etc.; and also,

Resolved, That the stockholders do hereby accept "A further Supplement to any Act, to incorporate the Sunbury and Erie and Pittsburgh and Susquehanna railroad company," passed by the legislature of Pennsylvania, March 14th, 1846, in relation to the election of a president and managers of this company; and do hereby approve of and confirm the call for the said election.

Ohio.

The Cincinnati Enquirer says there is every prospect that the whole line of the Cincinnati, Hamilton and Dayton railroad will be completed from that city to Hamilton in August next. The Dayton Journal predicts that the contractors on that portion of the line will not be behind the others, and believes that "when they are closing up the last section at Hamilton and Cincinnati a locomotive will be on the spot ready to pass into the city." We are also informed by the Journal that at a late meeting of the stockholders of this road, the following officers were elected:

President, S. S. L'Hommedieu; Secretary, A. M. Taylor; Directors, Wm. Burnett, J. C. Wright, Eden B. Reeder, of Cincinnati; John Woods, of Hamilton; J. D. Phillips, of Dayton; Joseph B. Varnum, of New York.

R. M. Shoemaker, Esq., has been re-appointed engineer.

Steubenville and Indiana Railroad.—We are authorized to state, says the Steubenville Herald, that at the last meeting of the directors of the Steubenville and Indiana railroad company, the location of the road was determined.

Arrangements are now making to render immediately available, the subscriptions to the capital stock of the company, when we may expect the road to be pushed forward with as great rapidity as practicable. The route determined upon leaves Steubenville, and proceeds by the valley of Cross Creek, and through Ulrichsville to Coshocton.—We have been furnished with the following resolution of the board of directors, which to our mind indicates that this great work will not only be speedily commenced, but carried on with energy.

Resolved, That the chief engineer be directed with his corps, to prepare the road in suitable sections for letting contracts for graduation, masonry and bridging, from Steubenville to Coshocton, and that the work upon the same be prosecuted to completion as soon as practicable.

We congratulate our citizens, who feel so deeply interested in this undertaking, at the results which have followed their efforts. About 78 miles of road from Steubenville to Coshocton, will now shortly be put under contract, with a capital stock of near a million of dollars to drive the work on. And what is still more gratifying, is the reflection that the stock is subscribed along the line of the road.

Alabama.

A State Convention of the friends of railroad improvement was recently held at Mobile, at which the Hon. W. R. King (Vice President of the U. States) presided, assisted by James Battle, Esq., of Mobile, and Dr. P. P. Coleman, of Perry county, as Vice Presidents. F. B. Clark and W. J. Ledyard acted as Secretaries. The meeting was addressed by its President, and by P. Phillips, of Mobile, J. W. Lapsley, of Selma, President of the Alabama and Tennessee railroad, J. P. Parham and W. S. Burr, of Selma. The following preamble and resolutions were adopted:

The experience of this, as of all other countries, demonstrates that the best means of developing and advancing the agricultural, mineral or commercial wealth of a State, is through a well devised system

of internal improvements, bringing extreme and important points into close communion, and thus rendering the means of communication rapid, and the transit of travel and freight cheap.

The construction of such a system properly takes its rise in individual enterprise, but from its importance and general influences, properly recommends itself to the consideration, also, of the government. This convention, therefore, as expressive of its sentiments, adopts the following:

Resolved, That it is the duty of the State of Alabama, as it is clearly her interest, to lend a fostering aid and countenance to those great works of internal improvement which now engage the attention and action of her counties. But in so doing, we do not ask, neither do we desire, that the credit of the State be put in jeopardy, or any new debt created to the embarrassment of her finances.

Resolved, That as by the sixth section of the act of Congress preparatory to the admission of Alabama into the Union, it is declared that five per cent. of the proceeds of the lands within her borders was set apart for certain improvements, we consider that the State is bound by the obligations of good faith to administer such funds as have been received from the General Government by virtue of this stipulation, and to see that they are appropriated in conformity with the provisions of the law by which they were dedicated.

Resolved, That for the purpose of more effectually carrying out these views, a committee of ten be appointed by the chair, to prepare an address to the people of Alabama, and generally to attend to all matters connected with the objects of this convention.

The following gentlemen were appointed the committee to prepare an address to the people of Alabama:

Francis B. Clark, P. Phillips, Hon. E. Pickens, J. W. Lapsley, James L. Price, Joseph R. John, Hon. Jas. Abercrombie, J. M. Stanard, A. E. Mills, Nicholas Davis.

The following additional resolution was also adopted by the meeting:

Resolved, That in consideration of the vast commerce which finds its outlet on the Gulf of Mexico, and the heavy tax and loss which that commerce is subject to, in the navigation of the Cape, we deem the inquiry, whether these burdens should be avoided by the construction of a ship canal across the Isthmus of Florida, as worthy of the closest investigation, and we therefore recommend that immediate steps be taken to procure the most thorough investigation of the subject.

Canada.

Great Western Railroad.—The annual meeting for the choice of directors for this road took place at Hamilton on the 2d inst., which resulted in the choice of the following gentlemen: Robert W. Harris, Esq., Henry McKinstry, Esq., John Young, Esq., Geo. S. Tiffany, Esq., Richard Juson, Esq., Wm. P. Maclaren, Esq., of Hamilton; Erastus, Corning, Esq., Albany; Sir Allen N. MacNab, of Dundurn; Walter H. Dickson, Esq., M. P. P., of Niagara; John W. Forbes, Esq., of Boston; J. W. Brooks, Esq., of Detroit.

At a meeting of the directors subsequent to the above, Robert W. Harris and Wm. P. Maclaren, Esqrs., were respectively elected president and chairman of the company.

It will be seen that three distinguished American gentlemen are among the list of directors. Their election was a part of the arrangement by which a number of American companies directly interested in the completion of the above line, have taken \$1,000,000 in the stock of the Great Western railroad. The well known reputation of these gentlemen in the U. States, will afford full and satisfactory guarantee that the enterprise will be both profitable and well managed. It will receive vast strength from these names alone.

Since the meeting of the 14th of October last, the

following additional subscriptions have been made in the Canadas, viz:

County of Oxford.....	£25,000
Town of London.....	25,000
" Galt.....	25,000
County of Middlesex.....	25,000

£100,000

The city of Hamilton had previously subscribed to the stock, to the amount of £100,000. With these subscriptions, says the report, and with those of private stockholders, "the board felt justified in gradually extending the works, and there is at the present time a force employed on the line, between this city and Woodstock, equal to three thousand men, besides the necessary engineers, agents, etc.; the sections between Woodstock and London are staked out, ready for work, and the contractors notified to commence the grading operations. The cuttings on this part of the line, however, are light, and can be made ready for the superstructure in a much shorter period of time than the heavy works on the east side of the Grand river."

As the Provincial guarantee is relied upon for one half the cost of the road, the stock of the company is limited to 40,000 shares. Of these, 10,000 are expected to be disposed of in England, and 10,000 by railroad companies in the United States. The balance in Canada. As soon as the company can realise the American and English subscriptions, the work is to be urged forward in a much more vigorous manner. The most difficult portions of the line are now in progress, and what remains to be put under contract can be completed as soon as the portion already commenced upon.

The receipts of the company for the past year have been £81,879, and the disbursements £58,871.

Massachusetts.

Danvers and Georgetown Railroad.—The first meeting of those interested in the construction of this road, was held at North Danvers last Tuesday afternoon, for the purpose of organizing under their charter. About forty gentlemen were present from the different towns on the route of the proposed road. The meeting was organized by the choice of Dr. Merriam, of Topsfield, as Chairman, and W. L. Weston, Esq., of Danvers, as Clerk. It was unanimously voted to accept the Act of Incorporation passed at the last session of the Legislature, and measures were taken which indicate that the road will be built, and that speedily.

We understand that there are no very bad grades on the route, and that the road can be built as cheaply and as easily as almost any road in the state.—The distance from the terminus of the Newburyport railroad, in Georgetown, to the proposed point of connection with the Essex railroad, in North Danvers, is estimated at 11½ miles.—*Salem Observer.*

Providence Railroad Company.—The annual meeting of this corporation was held on the 11th inst., at the depot, Pleasant street. Hon. C. H. Warren, President, read the report of the directors, from which it appeared that the gross earnings of the road for the year ending June 1, 1851, was \$383,816 67, and the expenses \$184,281 24, which amount includes interest on bonds. The net earnings for the year are \$199,535 63. The net earnings for the previous year were \$183,403 86, a gain for the last year of \$16,131 77.

The following gentlemen were unanimously elected directors for the ensuing year:—C. H. Warren, William Appleton, William Amory, Josiah Grinnell, George R. Russell, John Barstow, and Samuel J. Dana. The last named gentleman in place of William Dwight, who declined re-election.

New Hampshire.—On the 27th ult., a railroad meeting was held at Hillsborough bridge, and measures taken to procure a charter for a road from that place to Keene. The meeting was well attended, and a confidence expressed that this line to shorten the line to New York, from Concord, and all the north-eastern section of this state, should

made. A committee to obtain a charter at the present session of the Legislature was appointed.—*Keene (N. H.) Sentinel.*

AMERICAN RAILROAD JOURNAL.

Saturday, June 14, 1851.

To Contractors.

PROPOSALS are invited for laying the superstructure on the first 38 miles of the Manassas Gap Railroad, up to Farrowville;—the work to be commenced in August next. Plans and specifications may be seen at the office in Alexandria, after the 28th inst. Bids will be received up to the 5th of July.

ENGINEER'S OFFICE, ALEXANDRIA.

Superintendent of a Railroad.

THE Post of Superintendent of a Railroad is wanted by a middle aged man, who can give satisfactory evidence of his capacity, integrity and qualifications for such a situation. Letters addressed to A.B., care of the Editor of the Railroad Journal, New York, (to whom the above would refer), will receive immediate attention.

New York, June 11, 1851.

Stock and Money Market.

There has been a good deal of fluctuation in the stock market, growing out of speculative movements, since our last; but we have no particular change to note in the money market. Money continues abundant for all legitimate purposes; with a good prospect for the season. Exportations of gold continue large, without creating much alarm. The export since the first of January last is equal to nearly \$15,000,000, but so long as our receipts exceed our exports, the loss of the latter is no ground for regret or apprehension. Gold, like water, seeks a level in all commercial States; and we might as well attempt to heap up water, as to attempt to accumulate gold beyond the necessities of commerce.

We have no transactions in railroad securities to note since our last issue. Railroad bonds continue in moderate demand, and we apprehend that companies entitled to credit, will find but little difficulty in disposing of their securities at fair rates.—The traffic table of railroads show a very great increase of receipts, which will have a strong tendency to give increased confidence in this species of property.

Ogdensburg Railroad.—The business of the Ogdensburg railroad for May is unexpectedly large.

The receipts were as follows:

Freight.....	\$27 548 93
Passengers.....	7,597 76
Company's property.....	1,141 00
Rents.....	344 52
Mail.....	425 00

Total.....	37,058 81
Receipts in April.....	27,000 00

The increase, it will be seen, is nearly \$10,000. The receipts since, and including January, have been \$94,000.

Michigan Central Railroad.—The following are the comparative receipts of the Michigan Central railroad for the month of May:

	1850.	1851.
Freight.....	\$24,847 31	\$42,153 82
Passengers.....	54,120 76	74,709 15
Miscellaneous.....	29 766 45	24,038 28
	\$108,735 52	\$140,901 28

Buffalo and Niagara Falls Railroad.—The annexed statement shows the receipts of the Buffalo and Niagara Falls railroad for five corresponding months in 1850 and 1851:

	1850.	1851.
January.....	\$1,999 49	\$2,281 69
February.....	1,952 86	2,380 90
March.....	2,706 74	3,660 57
April.....	4,765 78	6,112 94
May.....	7,939 57	8,408 35

Excess in 1851.....	\$19,364 44	\$22,844 45
Equal to about 18 per cent increase.		\$93,480 01

Norwich and Worcester Railroad.—The receipts for the above road for May show an increase of about \$1,200. The figures are—

	1850.	1851.
Through travel.....	\$2,693 64	\$1,509 76
Local travel.....	7,779 00	7,432 64
Freight.....	12,106 77	12,531 21
Mails, etc.....	1,139 67	1,108 67

Increase.....	\$23,719 08	\$22,582 28
		1,136 80

Columbia Railroad.—The following table shows the collections at the Philadelphia office of the Columbia railroad:

Amount as per last report.....	\$136,389 94
Amount to 31st May, 1851.....	42,079 36

Whole amount since Nov. 30, 1850....	178,469 30
Same time last year.....	152,038 09

Increase.....	\$26,431 21
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Rutland and Burlington Railroad.—Receipts in May, 1851.....\$25 039 62
Same month last year.....13,443 12

Increase nearly 90 per cent.....	\$11,596 50
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SALES OF STOCK IN NEW YORK.

	June 12. Sales.	June 5. Sales.
U. S '67 Loan.....	116½	116½
Erie R.R.....	86½	88½
Harlem R.R.....	76½	77
Stonington.....	43½	44
L.I. R.R.....	19½	21½
Norwich & Wor....	65	65½
Del. & Hudson....	121½	121½
Reading.....	57½	53½
Morris Canal.....	16½	16½
Erie income.....	96½	97½
" " Bonds.....	103	103½
Canton.....	71	80
Farmers Loan.....	69	69½

SALES OF STOCKS IN BOSTON.

	June 11.	June 4.
Old Colony Railroad.....	67½	68
Boston and Maine R.R.....	107½	106½
Eastern Railroad.....	101½	102½
Fitchburg Railroad.....	113½	113½
Michigan Central Railroad.....	104	104
Northern Railroad.....	71½	71
Vermont Central Railroad.....	36½	36½
Vermont and Mass. R.R.....	30	29½
Western Railroad.....	107½	108
Ogdensburg Railroad.....	39½	39
Rutland Railroad.....	57½	58
Boston and Worcester Railroad.....	106½	106½
Rutland Railroad Bonds.....	97	97
Ogdensburg Railroad Bonds.....	97½	97½
Vermont Central R.R. Bonds.....	91½	91½
Boston and Providence R.R.....	93	92
Philadelphia, Wilm'gton & Balt.....	30½	30½
Concord R.R.....	55	55

Virginia.

Danville Railroad.—It is gratifying to observe, that the construction of the Danville railroad is being prosecuted with great energy. Twenty-eight miles, upon the Richmond end of the line, we hear, have been laid in superior style; and we are also informed that the cars, it is thought, will reach Amelia Court-house, before the middle of August. Upon our end of the line, the work progresses with much spirit and energy, promising to give to all, confidence in the early completion of the road. Besides these, we observe that interest in its behalf

is shown by the press of the state, some evidences of which we give in another column.—*Baltimore Register.*

Panama Railroad.

We see by a circular of the Panama railroad company—which is in a style very characteristic of the general bearing of the company—that they are in the market for a loan of \$900,000, to enable them to push forward their road. In the outset, this project was treated by those interested, as a private enterprise, of so choice and inviting a character, that its stock was divided among a favored few, who evidently believed they had seized possession of the golden gate to California. So long as it maintained this feature we did not feel that we had any reason to comment upon the management of the company. Their money was their own, and they had a right to spend it in their own way. We have fully believed for some time past, that their affairs have been very badly conducted, and that the whole scheme must end in disaster and defeat; and now that they call upon the public, we feel under no obligation to withhold the free expression of our opinion.

The whole course of this company has been perfectly *sui generis*. In the construction of the road, they have pursued a policy which would ruin any company in this country, no matter how rich—that of building the road by "day's work"—making themselves the contracting parties. A company who should do this with us, where every opportunity for oversight existed, and where an abundance of good hands could at all times be obtained, would barely be able to get credit for a dollar. We have good reason for believing that the greatest mismanagement has prevailed, that the money expended has accomplished but a very little. If it had been otherwise, we presume that the company would have submitted an exhibit of their affairs, on asking for money. When other companies, whose schemes are immediately under our own eyes, make an appeal for aid, they invariably feel it necessary to make a full and public exhibition of their affairs, for the purpose of showing that they and their project are entitled to confidence. Any departure from this rule would be considered an insult to the understanding of our people. Such companies would not plead the general notoriety of their project, the experience and reputation of those entrusted with their management. Reputation is as often fictitious as real. Now the Panama company not only quits the beaten track sanctioned by experience, but does not deign even to let us see how their new experiment has succeeded. Where has gone the million of dollars already paid in? How much has been lost upon one contract, and wasted upon another? Where are the vouchers? How many cubic feet of earth have been removed? How many bridges and how much masonry have been built? Does not the omission to make a proper exhibit conclusively prove that such an exhibit would be fatal to their efforts to raise money?

In the absence of the properly authenticated evidence, as to the condition of the company's affairs, we must take the next best, the statements of those who have returned from the Isthmus, which are as unfavorable in almost every particular. The complaint of bad treatment, and bad management, is almost universal. The mortality among the company's employees, has been frightful. Those at the head of affairs appear to have been entirely unequal and unfitted to grapple with the difficulties before

them. The only thing in which they have succeeded perfectly, is in getting the ill will of almost every person with whom they have come in contact, through the insolent bearing of some of their subordinates, who have, unfortunately, been entrusted with important duties. The company has suffered on this account, to an extent of which they have but a faint idea.

The truth is, it would almost be a miracle if the road should succeed. Is it possible for a few men in an office in New York, without experience, without those personal sympathies, the possession of which are indispensable to the proper management and control of large bodies of men, with obstacles before them such as no similar scheme ever encountered, to successfully carry out a work that requires the exercise of the very highest qualities, and the personal supervision of the ablest men, by turning out upon the Isthmus large bodies of men, most of whom have no other object than to get their pay, and most of whom by the time they get upon the road are in no very friendly frame of mind towards their employers? For every article destroyed, and for every moment lost, the company is the direct sufferer. How is it possible but that everything should go wrong? Why did not the company summon to their aid an efficient body of contractors, who would take these responsibilities off from their shoulders, by standing between them and the operatives? Why, upon their small stock of experience, did they set up to be wiser than those whom experience had taught? The only answer which they will soon give, will be the echo to these queries.

The Panama company cannot build their road as they can a ship, by "main strength." In the latter case a given number of dollars will do the work, no matter how insolent and overbearing a port they may put in. A different policy will be required in the job before them. To carry out this successfully, will require something more than gold—success can only result from an union of money on the one side, and a hearty good will and a desire to advance the good of the company on the part of those employed.

Testimonial of Respect.

D. A. Neal, Esq., in behalf of the eastern stockholders of the Reading railroad, has presented to James Milholland, master machinist of that road, a beautiful silver tea set, in token of the ability, fidelity and energy with which he has discharged his official duties.

Sandusky and Mansfield Railroad.

Mr. Forbes, the President of this company, is crowding the work of re-laying the road between this city and Mansfield, with all possible energy, and intends to have it in complete repair, with heavy rail, during the present summer. An advertisement for materials will be found in this paper, to which the attention of contractors is directed.—*Sandusky Register.*

Ohio and Pennsylvania Railroad.

We learn from the Pittsburgh Gazette that Gen. Robinson, the president of this road, has negotiated, on favorable terms, the residue of the convertible mortgage bonds of the company, which remain to be issued. The sale is over \$500,000, and with the amount before sold, is sufficient to provide the iron rails, locomotives, cars, &c., &c., for the completion of the entire route. The heavy T rail 60 pounds to the yard, sufficient for the track to Massillon, 107 miles, was purchased last year, and is now on hand, and the purchase of 2,500 tons more

has just been made for the section 25 miles between Massillon and Wooster.

Crestline is the point where this road touches the Cleveland, Columbus and Cincinnati road, and the point also where the Bellefontaine and Indiana road commences.

The Ohio and Pennsylvania road will be pressed forward to completion without delay. From Pittsburgh to Beaver, 30 miles, the road will be completed and opened for travel in July next; to Wooster early in the spring; and the whole line of road from Pittsburgh to Crestline, a distance of 185 miles, will be completed and opened for traffic in the autumn of 1852.

Baltimore and Ohio Railroad.

The receipts of the road for the past month have been as follows:—

	For Passengers.	For Freight.
Main Stem.....	\$25,589 32	\$66,638 87
Washington Branch....	19,146 54	3,863 12
	\$44,735 86	\$70,501 99

Making an aggregate of \$92,228 19 on the Main Stem, and \$22,009 66 on the Washington branch—the total being \$115,237 85.

The above compared with the corresponding month of last year, shows a decrease of \$19,563 71 being \$13,788 96 on the Main Stem, and \$5,774 75 on the Washington Branch.

At a meeting of the board, this morning, Mr. Swann, the President, stated that in accordance with the promise of the Chief Engineer, the first division of the road, from Cumberland to the Piedmont station, would be completed and ready for use on the 4th of July. This was the pledge given by that officer, and he was happy to be able to say that it would be complied with. The President said that great credit was due to the Chief Engineer, for the untiring industry with which he had performed this part of the road to completion, comprising as it did several heavy works. The President said that he hoped and believed that the remaining part of the road would be opened with the same energy.—*Baltimore Patriot.*

Ohio.

The people of Medina county, Ohio, are making vigorous efforts to secure to themselves a railroad communication with Cleveland. To effect this object would require the construction of only 17 miles of new road, branching off from the Cleveland and Columbus railroad at Berea. A meeting in reference to this matter was held at Medina, which was addressed by W. H. Canfield, Esq., Messrs. J. F. Ainsworth, Charles Castle, S. Humphreyville, F. D. Kimball, Samuel Clark, Judge Hosmer, and others. Mr. Canfield stated that an arrangement might be made by which the C. C. & C. company would engage to furnish and lay iron for the track, construct the cars, depots, &c., on a credit sufficiently long to allow the avails of the road to meet the payment of the money thus advanced, and the interest accruing therefrom at six per cent.; that they would make a deduction in the present charges of freight from Berea to Cleveland, for whatever might be carried over the proposed road; that the citizens of Medina county, on the other hand, must procure the right of way, grade and fit the road for laying down the iron.

The estimated cost of the road from Medina to Berea, 17 miles, at \$10,000 per mile, is \$170,000. From this deduct the sum expected from the C. C. & C. company, for the payment of which the avails of the road might be pledged, \$90,000: leaving a balance of \$80,000 for the citizens of Medina coun-

ty to raise. A committee was appointed to raise means to procure a survey and estimate of the cost of grading the track, and if they find the project practicable, to take immediate steps to organize a company, obtain the pledge of stock and the right of way, and adopt such measures as they may deem advisable, to promote the early construction of the road. Messrs. W. H. Canfield, S. N. Sargeant, J. T. Ainsworth, L. D. Tolman, and Charles Castle, were appointed for this purpose.

Memphis and Charleston Railroad.

The President of this road, Governor J. C. Jones, visited Charleston recently, for the purpose of obtaining subscriptions to the capital stock of the above company. At a large meeting of the citizens of that town, called to consider the propriety of loaning its credit to the above work, the following resolution was adopted by a large majority:—

Resolved,—That the city council of Charleston are requested, so soon as they are informed that arrangements have been made satisfactory to the South Carolina railroad company for crossing the Savannah river at Augusta, to subscribe to the stock of the Memphis and Charleston railroad company, the sum of two hundred and fifty thousand dollars.

The above subscription, if made, completes the subscription to the stock of the above company.

German Railroads.—Their Length, Profits, &c.

Some of the railroads in Germany are doing a most prosperous business. According to a statement before us, the Magdeburg and Leipsic road, a short road of 15 German miles, paid a dividend of 12½ per cent. The Magdeburg and Halberstadt paid 8 per cent.; the upper Silesian road 57-12ths; the Borm and Cologne 5 per cent.; Breslau and Freiburg 4 per cent.; the Berlin and Stettin 5½ per cent.; Berlin and Hamburg 4½ per cent.; Lower Silesian with branches, 3½ per cent.; Berlin and Antalt, 4 per cent.; Stettin and Stargard 3½ per cent. The smallest dividend paid was 2 per cent. on the Thuringian road.

The German railroads open to traffic, are as follows:—

Counties.	Miles.	Counties.	Miles.
Prussian lines.....	395	Bavarian.....	77
Austrian.....	200	Saxon.....	57
Hanoverian.....	54½	Baden.....	37
Hesse Cassel.....	37	Wurtemberg.....	27
Holstein.....	21	Mecklenburgh.....	24½
Brunswick.....	13	Hesse Darmstadt.....	11½

—and some other of trifling importance.

The total in length is 964 German or geographical miles, or in English (43-5ths German being one English,) four thousand four hundred and thirty miles, and two-fifths of a mile.

For the American Railroad Journal.

A Railroad Wager.—A Big Dinner.

On Friday, May 2nd, the graduation of that portion of the Indianapolis and Bellefontaine railroad through Randolph county, Indiana, touching the Ohio line, was let to responsible contractors; the grubbing and clearing having been previously finished. On the same day a meeting was organized at Winchester, which was addressed by Oliver H. Smith, President, and Austin W. Morris, Secretary of the company, and others. At the close of the addresses, the following, among numerous spirited resolutions, was passed:—

"Resolved,—That we hereby give notice to our friends in Ohio, (the Bellefontaine and Indiana railroad company especially) that we accept their proposition to have a barbecue at the state line upon the completion of both roads, in October, 1852, to be prepared jointly, and paid for by the company finishing last, with the full confidence that we will not pay for the dinner."

There is some food for agreeable reflection in demonstrations of this kind, as well as food in anticipation, for the body. To see the people of two

contiguous states, which are about uniting themselves in stronger bonds of fraternal feeling, by a great national line of railway, thus stirring up so lively an emulation, betokens good, not only to those immediately along the borders of the two roads mentioned, but to thousands of their fellow citizens east and west of them, who are anxiously watching their commendable exertions to open their respective portions of the greatest thoroughfare of the world.

Forming as they do, two most important links in that long chain which is destined within a very brief period to be continuous from the chief Atlantic cities to the Mississippi River, through Massachusetts, New York, Pennsylvania, Ohio, Indiana and Illinois, their early completion will be hailed with delight by every friend of noble undertakings.

The recent completion of one of the greatest works of any age, the New York and Erie railroad, presents a fresh incentive to the active spirits of the west, to persevere with untiring energy in their glorious enterprises. That great road, now reaching out the iron arms of the commercial emporium of the country to Dunkirk, on Lake Erie, and leaving only the easy route along the level grounds of the lake shore to make the connexion complete to Cleveland, and of course to Galion, at the eastern end of the Bellefontaine and Indiana railroad.

The year 1852 should not pass without a continuous railroad from New York city through Erie, Cleveland, Bellefontaine, and Indianapolis, to Terre Haute, on the western border of Indiana, a total distance of 966 miles; The prospect is fair that a continuous line will be opened through this route during the next year. From Terre Haute to Indianapolis, and from Indianapolis eastward as far as Muncie, embracing about 128 miles, in Indiana, will be in operation this fall. From Dunkirk to Erie, along the Lake shore, the grading is nearly done, and the rails are to be laid this season. A portion of the Lake shore line, from Cleveland eastward, is also to be finished, and probably a portion of the Bellefontaine and Indiana road, this fall. From Cleveland to Galion, 79 miles, it is already in operation, and doing a splendid business up to the free capacity of the equipment, and constantly increasing as rapidly as the company can augment the number of cars and locomotives. Every part of this long line not already finished, is under contract, and rapidly progressing. The chance, then, or a dinner at the state line, between Ohio and Indiana, in the fall of 1852, is most promising. Doubtless it will be a good one, as it certainly is likely to be marvellously well attended. That must indeed be a great table around which shall be assembled the representatives and friends of 966 miles of continuous railroad, to say nothing of the number that will naturally face in from other roads connecting at various points with the same great line. The day that shall witness the consummation of this important event will make its mark among the days of the world; and the event itself will stand out brightly as a shining proof of the power of well directed individual enterprise in a land of freedom.

The increased personal intercourse which the completion of this line must of necessity induce between distant members of our republic, presents a happy theme for the consideration of the statesman and philanthropist, while the blessings it will confer on the general commerce of our country, will be vast—almost beyond the bounds of any ordinary calculation.

TO CONTRACTORS.

Engineer's Office, S. S. R. Road Co. }
Petersburg, Va., May 27, 1851. }

PROPOSALS will be received at the Engineer's office, South Side Railroad, at Petersburg, Va., until the 31st of July next, for the construction of Appomattox Bridge, to be erected near Farmville.

The Bridge will be about 3000 feet long and 80 feet high; to consist of a wooden superstructure resting on abutments and piers.

The piers will be of brick or stone, to be determined after receiving the proposals.
Good brick earth can be obtained near the site of the Bridge.

The proposals may be made for the structure complete, or for the various items of work and materials, viz.: Masonry, furnishing Bricks or Timber; workmanship of laying Bricks and workmanship of superstructure.

Security will be required for the fulfilments of the contracts, and it will be necessary that each proposal be accompanied with a letter from a responsible person or persons, stating that they will become security.

C. O. SANFORD,
Ch. Engineer, S. Side R. Road.

To Contractors.

OFFICE PACIFIC RAILROAD CO., }
St. Louis, Mo., May 16, 1851. }

THE Graduation, Masonry, and the Laying of the Superstructure of the first Division of the Pacific Railroad, comprising about 45 miles from the city of St. Louis, westward, will be ready for contract on the 20th of June next.

Proposals will be received at the Engineer's Office, St. Louis, from the 20th to the 30th of June, where plans and specifications will be shown. The line will be ready for inspection on and after the 20th of June.

The line will be divided into sections of about one mile each, but offerers can include as many of them in one bid as may suit their convenience.

The company will not bind itself to accept the lowest offer, unless in all other respects satisfactory, but reserves the power to dispose of the work in such manner as may appear most advantageous to the interests of the company.

The Division will embrace about one million three hundred thousand (1,300,000) cubic yards of graduation, and about thirty three thousand (33,000) cubic yards of masonry.

THOMAS ALLEN, President.
JAMES P. KIRKWOOD, Chief Engineer.

Notice to Contractors.

Columbus, Piqua and Indiana Railroad.

SEALED PROPOSALS will be received at the Engineer's Office of the Columbus, Piqua and Indiana Railroad Company, at Urbana, on the 8th day of July, 1851, for the Grubbing, Grading and Masonry of that portion of the line extending from St. Paris, in Champaign county, to Columbus, a distance of fifty-six miles. Plans and specifications of the work may be seen from the 1st to the 8th of July, at the office. The Directors reserve the right to retain bids for twenty days after the 8th, before declaring the work.

The names in full of all the parties should be given in the proposals.

A. G. CONOVER, Engineer.
Piqua, May 20, 1851. 3123

Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y., or, MOORE HARDAWAY, Richmond, Va. March 6, 1850.

Railroad Iron.

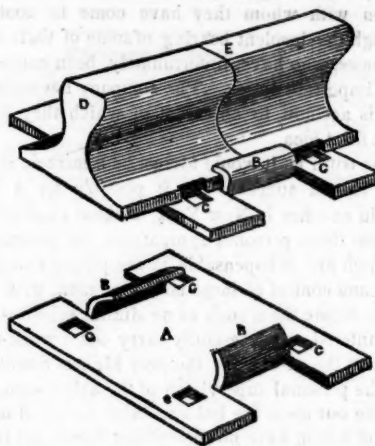
THE "Montour Iron Company" is prepared to execute orders for Rails of the usual patterns and weights, and of any required length not exceeding 30 feet per rail. Apply to

THOS. CHAMBERS, President,
66 Broadway, N. Y.,

Or to the Agents,
CHOUTEAU, MERLE & SANFORD,
No. 51 New st., New York.

September, 1850.

The American Railroad Chair Manufacturing Co.



ARE prepared to make WROUGHT IRON RAIL ROAD CHAIRS, of various sizes, at short notice.

By use of the WROUGHT IRON CHAIR, the necessity of the wedge is entirely done away—the lips of the chair being set, by means of a sledge or hammer, close and firmly to the flange of the rail.

The less thickness of metal necessary in the Wrought Iron Chair gives much greater power and force to the spikes when driven—and consequently a much less liability to the spreading of the rails by reason of the spikes drawing or becoming bent.

The less weight necessary in the Wrought Iron Chair, will enable us to furnish them at a cost much below that of CAST IRON CHAIRS.

DESCRIPTION OF THE ABOVE CUTS.

Figure 1 is a perspective view of the rail secured in the chair, and fig. 2 is a perspective view of the chair itself. D, E, are sections of two rails placed together, and secured at the joint on the chair by the jaws B, B. The chair is bolted down by spikes C, C. In fig. 2, the chair is represented as made of a single block or plate A of wrought iron.

The chair is set in its proper place on the track, spiked down, and the ends of the two rails brought together within the jaws as represented in fig. 1.

For further information address,
N. C. TROWBRIDGE, Secretary,
Poughkeepsie, N. Y.

June 1, 1851.

Patent Excelsior Spring for Railroad Cars, Locomotives, etc.

THESE Springs, composed of Steel and Wood, as described in this Journal last week, are now being manufactured and sold by the Excelsior Spring Co.—under a Patent granted on 20th May.

This is undoubtedly the best Spring of the day—it is very simple—easy of application—light—cannot get out of order—and it is without any exception the most adjustable spring now made—for it will spring 50 or 5,000 pounds with the same ease.

The cost of the springs is very much less than that of any other.

The Excelsior Spring Co., determined that every spring shall be of the best quality, have established a Factory, where each spring is made directly under the eye of Mr. Bissell, the inventor—and before a spring is allowed to leave the factory it is subjected to a much severer test than it ever can be when at work. Each Spring is guaranteed to perform the required work.

Any person infringing on this patent will be prosecuted.

Office of EXCELSIOR SPRING COMPANY,
33 Broadway, New York.

June 7, 1851.

Railway Iron.

3000 TONS, 50, 57, and 60 lb. Rails, made of the best English Iron and under particular specifications.

Also:
Rails imported on commission or at a fixed price, delivered at a port in England, or at any port in the United States. Apply to

DAVIS, BROOKS & CO.,
28 Beaver st., New York.

June 5, 1851.

To Engineers and Ship Builders.

THE Advertiser is desirous of a situation in a respectable concern, he has acquired a practical knowledge of his business in the establishment of R. Napier, Esq.; Glasgow, has since for several years had the management of the Works of an extensive Steam Packet Co., for whom he designed and built some Iron Screw Ships, whose capabilities and performances give the highest satisfaction. While acquainted with all the most approved modes of construction of marine engines, he is prepared to submit original designs.—In modelling and draughting he has had much and successful experience. Can produce the highest testimonials as to character and abilities from the first engineer on the Clyde.

Address ENGINEER, box 2315 lower Postoffice.

Lovegrove's Patent Cast Iron Water and Gas Pipes.

THE Subscriber, the Inventor and Patentee of the Centrifugal mode of giving form to metallic substances while in a molten state, is preparing to make Cast Iron Water and Gas Pipes, of any dimensions, at prices much lower than they can be made in the old manner, and the pipes warranted to stand a pressure of three hundred pounds to the square inch, and to be soft enough to drill. Steam Engines and all kinds of machinery. Cast Iron Doors and Frames, and Mill Castings of every description, made to order.

THOMAS J. LOVEGROVE,
Machinist and Founder,
West Falls Avenue, below Pratt st., Baltimore.

To Railroad Companies, etc.



The undersigned has at last succeeded in constructing and securing by letters patent, a Spring Pad-lock which is secure, and cannot be knocked open with a stick, like other spring locks, and therefore particularly useful for locking Cars, and Switches, etc.

I also invite attention to an improved PATENT SPRING LOCK, for SLIDING Doors to Freight and Baggage Cars, now in use upon the Pennsylvania Central, Greenville and Columbia, S.C., Reading, Pa., and other Railroads.

Companies that are in want of a good Pad-lock, can have open samples sent them that they may examine and judge for themselves, by sending their address to C. LIEBRICH,

46 South 8th St. Philadelphia.

May 9, 1851.

SUPERIOR BLACK WRITING & COPYING INK.

Jones' Empire Ink.

87 Nassau st., Sun Building, New York city.

Net prices to the trade—

Quarts, per dozen,	\$1 50	6 oz. per dozen,	\$0 50
Pints,	1 00	4 " "	0 37 1/2
8 ounces,	0 62 1/2	2 " "	0 25

On draught per Gallon, 20 cents.

This is the best Ink manufactured, it flows freely, is a good copying ink, and will not mould, corrode, precipitate or decay. Orders for export, or home consumption, carefully and promptly attended to by

21tf

THEODORE LENT.

Railroad Iron.

THE Subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of Railroad iron at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
29 Central Wharf.

Boston, June 1, 1851.

To Railroad Companies.

SALISBURY REFINED IRON.

THE Undersigned, having enlarged and perfected his Works, is now prepared to furnish Locomotive Tire of a better quality than have heretofore been used. Railroad Companies who may wish it, will be furnished with a set for trial, not to be paid for until they are satisfied of their superior quality over any other. Also made at short notice, and in the best manner, Locomotive Cranks, Engine and Car Axles, and other Locomotive Forgings.

All work ordered from me will be made of Salisbury Iron, and done in the best manner.

Address HORATIO AMES,
Falls Village, Conn.

May 1, 1851.

LOWMOOR

AND

U. S. BEST FINCH IRON.

To Iron Merchants.

JOHN FINCH & SONS, Iron Merchants, Liverpool, now are, and for more than twenty years past have been, sole Agents for the LOWMOOR IRON COMPANY, for the United States and Canada, for the sale of their well known Railway Tire Bars, and Axles, Piston Rods, Boiler Plates, Angle, Rivet, and all other kinds of Lowmoor Iron: also, sole Agents for the sale of the superior St. ffordshire Iron stamped "FINCH CROWN" and "U. S. BEST FINCH;" and Merchants and Wholesale Dealers in all other kinds of British Iron.

We hereby inform our friends and the public that we have this day appointed Mr. WM. BAILEY LANG, of Boston, as our only representative to receive orders and to transact our general business in the United States.

For JOHN FINCH & SONS,
JOHN FINCH Sen.

Boston, April 11, 1851.

LOWMOOR and other Bent, Welded and Blocked RAILWAY TIRES, ready for use, E. FINCH'S Patent Dovetailed and other kinds of WROUGHT IRON RAILWAY WHEELS, with, or without the finished Axles, for Locomotives and for Passenger and Merchandise Cars, also Wrought Iron Railway Chairs, Railway Spikes, etc.

To the Managers of Railways, Engineers and others: Gentlemen:—We, FINCH & WILLEY, Engineers, Liverpool, Manufacturers of the above articles, respectfully inform you that we have this day appointed Mr. WM. BAILEY LANG, of Boston, as our sole Agent for the sale of said articles, and the transaction of our business in the United States of America, and for whom we solicit your kind attention and patronage.

For FINCH & WILLEY,
JOHN FINCH, Sen.

Boston, April 11, 1851.

Having accepted the above Agencies, I beg leave to solicit your orders, which shall at all times receive my prompt and careful attention. Please address all communications either to MESSRS. JOHN FINCH & SONS or MESSRS. FINCH & WILLEY, Liverpool; or to me, at my Steel Warehouse, No. 9 Liberty Square, Boston. Yours very respectfully,

WM. BAILEY LANG.

Boston, April 11, 1851.

The following are testimonials of the quality of FINCH & WILLEY'S WROUGHT IRON RAILWAY WHEELS from the Yorkshire and Lancashire Railway Co., one of the largest in Great Britain, and from the London and North Western Railway Co., the largest Railway Company in the world.

LONDON AND NORTH WESTERN RAILWAY,
(Northern Division.)

WAGON DEPARTMENT, ORDSALL LANE,
Manchester, January 4, 1851.

Gentlemen:—I have very great pleasure in bearing my testimony to the excellent quality of your Wrought Iron Railway Wheels.

This Company have many of them now in use on their line, and during my experience, as their Superintendent, which is now upwards of 9 years standing, I have not known any of them to fail during that time.

I am, Gentlemen, yours, truly,

OWEN OWENS.

MESSRS. FINCH & WILLEY,
Windsor Foundry.

LANCASHIRE AND YORKSHIRE RAILWAY,
Wagon Department, Jan. 3, 1851.

Messrs. Finch & Willey, Gentlemen: In reply to your request writing me to give my opinion of the 700 sets of Wrought Iron Wheels you furnished this company during the years 1847 and 1848, I have much pleasure in stating that we have not had a single instance of your Wheels failing in any respect, and I consider them equal if not superior to any Wheels we have on this line of railway. The Tires being LOWMOOR iron, 1 1/2 inch thick, I have no doubt they will run under ordinary goods' wagons 12 years without any repairs more than the tires turning up. I am Gentlemen,

Yours, truly, WM. EMMETT.

NOTE.—4 Wheels and 2 Axles are one set, consequently this order contained 200 WHEELS and 100 AXLES; value over \$100,000.

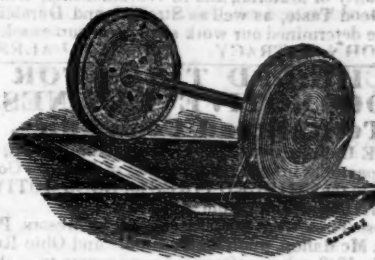
Boston Locomotive Works.

—Late Hinkley & Drury—

No. 380 Harrison Avenue,
BOSTON.

Locomotive and Stationary Steam Engines; Boilers; Iron, Brass, Copper and Composition Castings; Coppersmith's Work, and all kinds of Railroad Machinery furnished at short notice.

ALSO



Van Kuran's Improved Railroad Wheel.

Patented May 1, 1849. Manufactured under the personal superintendence of the Patentee, as above.

Orders for any quantity of wheels executed with dispatch, and wheels and axles fitted in the very best manner and at the lowest rates. Address

DANIEL F. CHILD, Treasurer, Boston.



Providence Tool Co.,

MANUFACTURERS OF

Plane Irons, Tooth Irons, Soft Moulding and Rabbet Irons, Cornice Irons, Plow Bits, and Planing Machine Knives:

NUTS, WASHERS AND BOLTS.

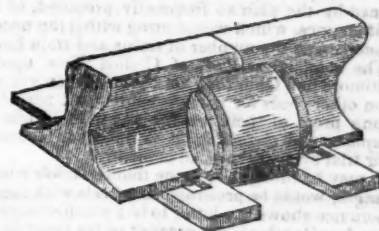
—ALSO—

PLATE HINGES AND PICK AXES.

They are prepared to execute orders for all descriptions of Cold Punching and Job Work.

WM. FIELD, Agent. RUFUS WATERMAN, Treas.
PROVIDENCE, R. I.

Railroad Iron, SPIKES, AND WROUGHT IRON CHAIRS.



THE Undersigned, Agent for Manufacturers, is authorized to contract for Welsh Railroad Iron of the best quality, and deliverable at any port on favorable terms, also Spikes and Wrought Iron Chairs, made from the best iron, and of any pattern and weight. The new Wrought Iron Chair, with the introduction of a "Key," as per the annexed plan, will be found a great improvement on the old pattern.



Boiler Plates of superior quality, perfect regularity in the squaring and thickness, and made with great care.

Samples can be seen at office, No. 20 Beaver st.
CHARLES ILLIUS.

RAILROAD CAR MANUFACTORY TRACY & FALES, GROVE WORKS, HARTFORD, CONN. Passage, Freight and all descriptions of **RAILROAD CARS,**

AS WELL AS
LOCOMOTIVE TENDERS,
Made to order promptly.

The above is the Largest Car Factory in the Union. In quality of Material, and in Workmanship, Beauty and Good Taste, as well as Strength and Durability, we are determined our work shall be unsurpassed.

JOHN R. TRACY. THOS. J. FALES.

CHILLED TIRES FOR LOCOMOTIVE ENGINES. To Railroad Companies.

THE Undersigned, Assignee of Letters Patent, respectfully invites the attention of Railroad Companies to the CHILLED TIRES for LOCOMOTIVE ENGINES, which he offers for sale.

These Tires were first introduced by Messrs. Perkins & McMahon, upon the Baltimore and Ohio Railroad, in 1843, where, after a long and severe trial, they were generally adopted, on both passenger and freight engines, and now have entirely superseded Wrought Tires on that road, on which are many engines of the heaviest class, which ascend grades of eighty-five feet per mile, taking with them one hundred and twelve tons, exclusive of cars. This performance shows in some measure the adhesive character and strength of the Tire.

During a service of seven years, these Tires have very much exceeded in durability those of wrought iron, while their first cost, and expense of repairs, is more than fifty per cent. less. They also retain more equally their diameter and proper form of tread, which is a point of much value in engines with coupled wheels.

It is believed these Tires are peculiarly well adapted to freight engines, as the objection to coupling the wheels of locomotives is the increased friction, arising principally from the unequal wear of wrought tires; and hence most of the freight engines where wrought tires are used, have but four wheels as drivers, with frequently a weight of sixteen tons, or more, upon them, which may be of no disadvantage to the engine, although its effect upon the track is like a car with sixteen tons upon four wheels, and it is presumed no one would permit cars so heavily loaded to pass over their road.

As Chilled Tires wear more uniformly than those of wrought iron, there can be no doubt when these are used, that the weight necessary for adhesion may be distributed upon more driving wheels, without any material disadvantage to the engine, and thus placing less weight upon a single point, would relieve the track, and secure, to a great extent, the object sought to be gained by the plan so frequently proposed, of using light engines, which would bring with it the necessity of increasing the number of trains and train hands.

The complete success of Chilled Tires upon the Baltimore and Ohio road for the last seven years, and upon other roads for a more subsequent period, is a strong proof of their practical character, while their cheapness and durability, it is believed, recommend their trial by every railroad company.

It may be thought by some that the whole wheel for strength, would be preferable to wheels with tires, but experience shows the latter to be a much stronger and more durable wheel, on account of its freedom from tension, which is never the case with a whole wheel. That TENSION has much to do with the breaking of wheels and tires, may be inferred from the fact, that a set of chilled tires, five feet diameter, on a first class passenger engine, have been in constant service during the past winter, on one of our Eastern roads, and have withstood the severities of the season, where whole wheels and wrought tires have broken. And it may be proper to remark, that wherever chilled tires have been introduced, whole wheels as drivers are invariably abandoned, they being far more expensive to maintain, as there is a crank to form as often as a wheel is renewed, which is not the case on the renewal of a tire.

The peculiar manner of fastening these tires to the wheel without shrink, applies equally well to wrought tires, and is of much importance where they are used, as it secures them against the TENSION or STRAIN they receive by the present plan of shrinking them to the wheels, which undoubtedly is the cause of wrought tires breaking so frequently, particularly in cold weather, which produces a greater contraction of the tire, thereby increasing the strain. This plan makes the tire perfectly secure upon the wheel, and is attended with less expense, as will be seen by the following testimonials, which are respectfully submitted.

Lowell, March, 1851.

L. B. TYNG.

TESTIMONIALS.

Baltimore and Ohio R. R. Office, }
Jan. 2, 1850.

Mr. L. B. TYNG, Lowell, Mass.—Sir: Your favor of the 26th ult., is before me, asking my opinion of the Chilled Cast Iron Tires, of Messrs. Perkins & McMahon, patentees. I do not hesitate to speak favorably of them, nor to say that I would give them the preference over wrought iron tires, whenever the adhesive tenacity of the latter to the rails is not all called for, there being somewhat less adhesion to the chilled wheel.

This can, however, scarcely be called a practical point, as nearly all of the Passenger Engines now in use have a surplus of adhesion, and nearly all Freight Engines being provided with the sand box, for emergencies arising from sharp curves, heavy grades or wet rails.

The Chilled Tire is very much cheaper in first cost, will last longer, and offers a facility for putting it on the wheel, rendering comparison with the wrought iron tire an absurdity—it not being necessary even to take the wheels from the machine for the purpose. Many of them are in successful use on this road, and I consider its curves and other peculiarities the most severe of all existing tests. One set of five feet in diameter, has run 50,000 miles under one of our Passenger Engines, and will to all appearance, run as many more; and, in the mean time, they have not cost a dollar for repairs or adjustment.

It may be suggested that they might not stand a Northern frost. This is possible; but I believe otherwise, as the weather here is occasionally as severe as in Boston, and if I had charge of a northern road, after the experience I have had here, I would make their trial one of my very first acts.

Respectfully your Ob't Serv't,

WM. PARKER, General Supt., etc.

January 29, 1851.

Philadelphia, Wilm. and Balt. R. R. Office, }
Wilmington, Del.

Mr. L. B. TYNG—Sir: We have used the solid Cast Iron Chilled Wheel, and Cast Iron Chilled Tire, for engine drivers, on this road since 1842. When wrought iron tires under new engines, purchased from time to time, wear out, I invariably replace them with the Chilled Tire of Messrs. Perkins & McMahon, patentees.

These Tires will last, on the average, three times as long as wrought tires; seldom requiring renewals under three years, and lasting much longer usually. We have a set which has been in constant use for five years, and still in fair order. The adhesion supplied by the Chilled Tires, I find in practice with engines of the same model and weight, to be equal to that given by wrought tires. This is certainly a fact, though not an acknowledged one, in general. Those who think otherwise, will in time change their opinions.

I am of opinion that the Chilled Tire is as safe as the wrought, at any temperature. In eight years use, we have broken but one tire out of more than fifty, and that by a violent concussion on the occasion of a run off.

The use of the Chilled Tire, and the ease and rapidity with which it may be replaced, would certainly enable a road to do the same amount of work with fewer engines—since but little time would be lost in laying up an engine for new tires, or for turning down old ones, as must be done when wrought tires are used.

I am yours respectfully,

I. R. TRIMBLE,
Engineer and General Supt.

Office Eastern R. R., Salem, Dec. 23, 1850.

L. B. TYNG, Esq.—Sir: Your favor of Nov. 30th, inquiring respecting the Chilled Cast Iron Tires, came duly to hand, and in answer, I will say, that this road have in use one set cast and fitted to the wheel, by Messrs. Bush & Lobdell, upon a twenty ton first class Passenger Engine, which has run in eight months, 26,639 miles, and to all appearance, are about as good as when they first commenced running.

In regard to the comparative expense of the cast or wrought iron tires, I do not hesitate to say that the difference would be vastly in favor of the former.

I have ordered a second set, and they will be put on to the engine immediately. Respectfully,

JOHN KINSMAN, Supt. E. R. R.

Chilled Tires for the various sized wheels, or wheels with either chilled or wrought tires fitted up upon this plan, may be had of the following persons:

ALDRICH, TYNG & Co, Lowell, Mass.
SMITH & PERKINS, Alexandria, Va.

Rights for using Tires upon the above plan, may be had on reasonable terms, of L. B. TYNG, Lowell, and at N. York.

Railroad Iron.

THE UNDERSIGNED, HAVING made arrangements abroad, are prepared to contract for the delivery of Foreign rails, of approved brands upon the most favorable terms.

They will also make contracts for American rails, made at their Trenton works, from Andover Iron, in whole or in part, as may be agreed upon.

They are prepared to furnish Telegraph, Spring and Market Wire; Braziers and Wire Rods; Rivets and Merchant Bars to order, all made exclusively from Andover Iron. The attention of parties who require iron of the very best quality for special purposes, is respectfully invited.

COOPER & HEWITT,
17 Burling Slip, New York.

February 15, 1850.

Railroad Lanterns.

COPPER and Iron Lanterns for Railroad Engines, fitted with heavy silver plated Parabolic Reflectors of the most approved construction, and Solar Argand Lamps; manufactured by

HENRY N. HOOPER & CO.,
No. 24 Commercial St. Boston.

August, 16, 1849.

6m33

Railroad Iron.

THE UNDERSIGNED ARE PREPARED TO contract for the delivery of English Railroad Iron of favorite brands, during the Spring. They also receive orders for the importation of Pig, Bar, Sheet, etc. Iron.

THOMAS B. SANDS & CO.,
73 New street,
New York.

February 3, 1849.

Glendon Refined Iron.

Round Iron, Band Iron, Hoop Iron,
Square " Flat " Scroll "
Axles, Locomotive Tyres,
Manufactured at the Glendon Mills, East Boston, for sale by
GEORGE GARDNER & CO.,
5 Liberty Square, Boston, Mass.

Sept. 15, 1849.

3m37

ENGINEERS.

Atkinson, T. C.,

Mining and Civil Engineer,
Orange and Alexandria Railroad, Alexandria, Va.

Clement, Wm. H.,

Little Miami Railroad, Cincinnati, Ohio.

Cozzens, W. H.,

Engineer and Surveyor, St. Louis, Mo.

Alfred W. Craven,

Chief Engineer Croton Aqueduct, New York.

Floyd-Jones, Charles,

Alton and Sangamon Railroad, Alton, Illinois.

Gay, Edward F.,

Columbia and Philadelphia Railroad, Philadelphia Pa.

Gilbert, Wm. B.,

Rutland and Burlington Railroad, Rutland, Vt.

Gzowski, Mr.,

St. Lawrence & Atlantic Railroad, Montreal, Canada.

Grant, James H.,

Nashville and Chattanooga R. R., Nashville, Tenn.

S. W. Hill,

Mining Engineer and Surveyor, Eagle River,
Lake Superior.

Holcomb, F. P.

Southwestern Railroad, Macon, Ga.

Latrobe, B. H.,

Baltimore and Ohio Railroad, Baltimore, Md.

Miller, J. F.,

Buffalo and Conhocton Valley Railroad, Bath, N. Y.

Morris, Elwood,

Schuylkill Navigation, Schuylkill Haven, Pa.

Nott, Samuel,

Lawrence and Manchester Railroad, Boston,

Osborne, Richard B.,

Civil Engineer, Philadelphia.

Prichard, M. B.,
East Tennessee and Georgia R. R., Cleveland, Tenn.

W. Milnor Roberts,
Bellefontaine and Indiana Railroad, Marion, Ohio.

Roberts, Solomon W.,
Ohio and Pennsylvania Railroad, Pittsburgh, Pa.

Sanford, C. O.,
South Side Railroad, Virginia.

Schlatter, Charles L.,
Northern Railroad (Ogdensburg), Malone, N. Y.

Steele, J. Dutton,
Pottstown, Pa.

Trautwine, John C.,
Civil Engineer and Architect, Philadelphia.

Tinkham, A. W.,
United States Fort, Bucksport, Me.

Troost, Lewis,
Alabama and Tennessee Railroad, Selma, Ala.

Whipple, S.,
Civil Engineer and Bridge Builder, Utica, N. Y.

HOTELS.

**DAVIS'S
ALHAMBRA HALL,**
No. 136 Pratt street,
BALTIMORE.

Exchange Hotel,
Adjoining Eastern Railroad Depot,
BUFFALO, N. Y.
BY..... **FISS & SPERRY,**
Late of Delevan House, Albany.

MANSION,
Corner of Maine and Exchange Streets,
P. DORSHIMER. BUFFALO.

Barnum's City Hotel,
MONUMENT SQUARE, BALTIMORE.
This Extensive Establishment, erected expressly
for a Hotel, with every regard to comfort and convenience,
is situated in the centre and most fashionable
part of the city, and but a few minutes' walk from the
Railroad Depots and Steamboat Landings.
The House has lately undergone a thorough repair,
embracing many valuable improvements, and will accommodate 250 Guests. **BARNUM & CO.**

American Hotel,
Pratt street, opposite the Railroad Depot,
BALTIMORE.
HENRY M. SMITH..... Proprietor.
Late of the Exchange & St. Charles Hotels, Pittsburg

Washington Hotel,
BY **JOHN GILMAN,**
\$1 Per Day.
No. 206 Pratt street, (near the Depot),
BALTIMORE.

**GUY'S
United States Hotel,**
(Opposite Pratt street Railroad Depot),
BALTIMORE.
JOHN GUY. WILLIAM GUY.

DUNLAP'S HOTEL,
On the European Plan,
NO. 136 FULTON STREET,
Between Broadway and Nassau St.,
NEW YORK.

JONES' HOTEL,
NO. 152 CHESTNUT STREET,
PHILADELPHIA.
Bridges & West, Proprietors.

Fountain Hotel,
LIGHT STREET, BALTIMORE,
SHURSTON..... Proprietor.

BUSINESS CARDS.

Walter R. Johnson,
CIVIL AND MINING ENGINEER AND ATTORNEY FOR PATENTS. Office and Laboratory, F St.,
opposite the Patent office, Washington, D. C.

Lithography.
JOHN P. HALL & CO.,
161 Main st., Buffalo, (Commercial Advertiser Build.)
Are prepared to execute all kinds of Lithography
in good style and at reasonable rates. Particular attention
will be paid to Engraving Railroad Maps, Engineer's
Plans and drafts, etc., and orders in this line
are respectfully solicited.

**Cumberland, (Md.) Coals for
Steaming, etc.**
ORDERS RECEIVED FOR AND FILLED
by
J. COWLES, 27 Wall St., N. Y.

J. & L. Tuckerman,
IRON COMMISSION MERCHANTS,
AND MANUFACTURERS OF
ULSTER BAR & POUGHKEEPSIE PIG IRON,
69 WEST STREET,
NEW YORK

Henry I. Ibbotson,
IMPORTER of Sheffield and Birmingham Goods.
Also, Agent for the Manufacture of Telegraph
Wire.
218 PEARL ST., NEW YORK.

Charles T. Jackson, M. D.,
STATE ASSAYER, late Geologist to Maine, Rhode
Island, New Hampshire, and the United States,
offers his services to his friends and the public in making
any Chemical, Mineralogical or Geological researches
that may be required for the improvement of Agriculture
and the Manufacturing Arts. Particular attention will be
paid to the exploration of mines and to assaying of ores
of the metals.
State Assayer's office, 31 Somerset st.
Boston Sept. 3, 1850.

STEEL AND FILES.
R. S. Stenton,
20 CLIFF STREET, NEW YORK,
AGENT FOR
J. & RILEY CARR,
BAILEY-LANE WORKS, SHEFFIELD,
Manufacturers of Cast, Shear, German, Blister, and
Spring Steel,
Of all descriptions. Warranted Good.
FILES.

Manufacturers of Machinists' Warranted Best Cast
Steel Files, expressly for working upon Iron and Steel,
made very heavy for recutting.
A full Stock of Steel and Files at all times on
hand. 6m4

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

Manning & Lee,
GENERAL COMMISSION MERCHANTS,
NO. 51 EXCHANGE PLACE,
BALTIMORE.

Agents for Avalon Railroad Iron and Nail Works.
Maryland Mining Company's Cumberland Coal 'CED'
—'Potomac' and other good brands of Pig Iron.

Samuel Kimber & Co.,
COMMISSION MERCHANTS
WILLOW ST. WHARVES, PHILADELPHIA.
AGENTS for the sale of Charcoal and Anthracite
Pig Iron, Hammered Railroad Car and Locomotive
Axles, Force Pumps of the most approved construction
for Railroad Water Stations and Hydraulic
Rams, etc., etc.
July 27, 1849.

James Herron, Civil Engineer,
OF THE UNITED STATES NAVY YARD,
PENSACOLA, FLORIDA.,
PATENTEE OF THE
HERRON RAILWAY TRACK.
Models of this Track, on the most improved plan,
may be seen at the Engineer's office of the New York
and Erie Railroad.

PLUSHERS

Railway Cars & Omnibuses.
F. S. & S. A. MARTINE,
112 WILLIAM ST., NEAR JOHN.

ARE now receiving a large and complete assortment
of Plain and Figured PLUSHERS, of their
own importation, which will be sold at the lowest
market price, viz: Crimson, Maroon, Scarlet, Green,
Blue, Purple, etc.
ALSO—CURLED HAIR, the best manufactured
in market.

**To Railroad Companies,
Machinists, Car Manufacturers,
etc., etc.**

CHARLES T. GILBERT,
NO. 80 BROAD ST., NEW YORK,

IS prepared to contract for furnishing at manufacturer's prices—
Railroad Iron,
Locomotive Engines,
Passenger and Freight Cars,
Car Wheels and Axles,
Chairs and Spikes.

Orders are invited; and all inquiries in relation to
any of the above articles will receive immediate attention

**Manufacture of Patent Wire
ROPE AND CABLES,**
For Inclined Planes, Suspension Bridges, Standing
Rigging, Mines, Cranes, Derrick, Tilters, &c., by
JOHN A. ROEBLING, Civil Engineer,
TRENTON, N. J.

FORGING.

Ranstead, Dearborn & Co.,
MANUFACTURERS OF
LOCOMOTIVE CRANKS AND CAR AXLES,
ALSO
WROUGHT IRON SHAFTING,
And All Kinds of Hammered Shapes.
Office 25 Foster's Wharf, Boston.

Samuel D. Willmott,
MERCHANT, AND MANUFACTURER OF
CAST STEEL WARRANTED SAWS,
—AND FILES—
IMPORTER OF THE
GENUINE WICKESLY GRINDSTONES
NO. 8 LIBERTY STREET,
NEW YORK.

Railroad Instruments.

THEODOLITES, TRANSIT COMPASSES,
and Levels, with Fraunhoffer's Munich Glasses,
Surveyor's Compasses, Chains, Drawing Instruments,
Barometers, etc., all of the best quality and
workmanship, for sale at unusually low prices, by
E. & G. W. BLUNT,
No. 179 Water St., cor. Burling Slip.
New York, May 19, 1849.

IRON.

Iron.

Pig Iron, Anthracite and Charcoal; Boiler and Flue
Iron, Spring and Blistered Steel, Nail Rods, Best
Refined Bar Iron, Railroad Iron, Car Axles, Nails, Stove
Castings, Cast Iron Pipes of all sizes, Railway Chairs
of approved patterns for sale by
COLEMAN, KELTON & CAMBELL,
109 N. Water St., Philadelphia.

Iron Store.

THE Subscribers, having the selling agency of the
following named Rolling Mills, viz: Norristown,
Rough and Ready, Kensington, Triadelphia, Pottsville
and Thorndale, can supply Railroad Companies,
Merchants and others, at the wholesale mill prices for
bars of all sizes, sheets cut to order as large as 58 in.
diameter; Railroad Iron, domestic and foreign; Locomotive
tire welded to given size; Chairs and Spikes;
Iron for shafting, locomotive and general machinery
purposes; Cast, Shear, Blister and Spring Steel; Boiler
rivets; Copper; Pig Iron, etc., etc.
MORRIS, JONES & CO.,
Iron Merchants,
Schuylkill 7th and Market Sts., Philadelphia.
August 16, 1849.

Bowling Iron. Stamped B.O.

Railway Tire Bars, Rivet Iron, Locomotive and other Axles, Locomotive Frame do, Boiler Plates, Bars, and every other description of this superior Iron.

The subscribers, agents for the sale of Bowling Iron, are prepared to execute orders for importation, especially for railway and machinery uses, with despatch from the manufacturers.

RAYMOND & FULLERTON, 45 Cliff st.

Ibbotson, Brothers & Co's CELEBRATED CAST STEEL

Best Cast Steel Royal Improved Files, well known as better adapted for Engineers' and Machinists' purposes than any now in use in the United States.

Every description of Square, Octagon, Flat and Round Cast Steel, Sheet, Shovel and Railway Spring Steel, etc., and Steel to order for any purposes—manufactured at their works in Sheffield—and universally known by the old stamp "Globe."

HENRY I. IBBOTSON, Agent,
218 Pearl st., New York.

Smith & Tyson,, IRON COMMISSION MERCHANTS, BALTIMORE.

REFINED Juniata Charcoal Billet Iron for Wire. Do. for Bridging, of great strength. Flat Rock, Boiler and Flue Iron, rolled to pattern. Elba, Wheel Iron of great strength and superior chiling properties. Elba Forge Iron, American Shot Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

WILLIAM JESSOP & SONS' CELEBRATED CAST-STEEL.

The subscribers have on hand, and are constantly receiving from their manufactory,

PARK WORKS, SHEFFIELD,

Double Refined Cast Steel—square, flat and octagon. Best warranted Cast Steel—square, flat and octagon. Best double and single Shear Steel—warranted. Machinery Steel—round. Best and 2d gy. Sheet Steel—for saws and other purposes.

German Steel—flat and square, "W. I. & S." "Eagle" and "Goat" stamps. Genuine "Sykes," L Blister Steel. Best English Blister Steel, etc., etc.

All of which are offered for sale on the most favorable terms by

WM. JESSOP & SONS,

91 John street, New York.

Also by their Agents—

Curtis & Hand, 47 Commerce street, Philadelphia.

Alex'r Fullerton & Co., 119 Milk street, Boston.

Stickney & Beatty, South Charles street, Baltimore.

May 6, 1848.

Railroad Iron.

B. O. Railway Tires, Railway Wheels, Scotch Pig Iron, Tin Plates and Banca Tin, Muntz Patent Metal Sheathing, Baltimore Copper.

Contracts for Rails made on behalf of the manufacturers, for delivery at any ports in the United States, at fixed prices.

Bowling Tires and Tire Bars and Scotch Pigs imported to order.

Muntz's Ship-sheathing, and a general stock of Tin Plates and Banca Tin in store, and for sale by

RAYMOND & FULLERTON, 45 Cliff st.

IRONDALE PIG METAL, MANUFACTURED

and for sale by the Bloomsburg Railroad Iron Co.

LINDLEY FISHER, Treasurer.

75 N. Water St., Philadelphia.

Car Wheel Iron.

THE celebrated cold blast "Conowings" Pig Iron, for Railroad Wheels, Chilled Rolls, etc., for sale by

E. PRATT & BROTHER,

Baltimore, Md.

Railroad Iron.

3,000 TONS C. L. MAKE 634 lbs. per yard, now landing and to arrive.

Also contracts made for future delivery of above superior make English Iron.

300 Tons Banks Best Iron, Round, Square and Flat.

200 " English Bar "

10 " 9-16 Square Iron for Railroad Spikes.

For sale in lots to suit purchasers by

DAVID W WETMORE.

New York, March 26, 1850.

Railroad Iron.

CONTRACTS made by the subscribers, agents for the manufacturers, for the delivery of Railway Iron, at any port in the United States, at fixed prices, and of quality tried and approved for many years, on the oldest railways in this country.

RAYMOND & FULLERTON, 45 Cliff st.

JOHNSON, CAMMELL & Co's Celebrated Cast Steel,

AND ENGINEERING AND MACHINE FILES, which for quality and adaptation to mechanical uses, have been proved superior to any in the United States. Every description of square, octagon, flat and round cast steel, sheet, shovel and railway spring steel, best double and single shear steel, German steel, flat and square, goat stamps, etc. Saw and file steel, and steel to order for any purposes, manufactured at their Cyclops Steel Works Sheffield.

JOHNSON, CAMMELL & CO.,

21 Cliff St., New York.

November 23 1849.

Bowling Tire Bars.

40 Best Flange Bars 5½x2 inches, 11 feet long.
40 " " 5½x2 " 7 feet 8 in. long.
40 " Flat " 6x2 " 11 feet long.
40 " " 6x2 " 7 feet 8 in. long.

Now in store and for sale by

RAYMOND & FULLERTON,

45 Cliff street.

Wheel, Forge and Foundry Iron.

LOCUST GROVE Wheel Iron of great strength and superior chilling property.

Balt. Charcoal Forge Iron, from Patuxent, Curtis Creek and Gunpowder furnaces.

Elkridge Foundry Iron, of superior strength and softness. Anthracite and Charcoal Iron from Pennsylvania and Virginia. Gas and Water Pipes, Lamp Posts from Elkridge furnace.

LEMMON & GLENN,

62 Buchanan's Wharf, Baltimore.

Sm9

Railroad Iron.

1650 Tons, weighing about 61 lbs. per yard, 40 tons, weighing about 52 lbs. per yard, and 825 tons, weighing about 53½ lbs. per yard, of the latest and most approved patterns of T rail, for sale by

BOORMAN, JOHNSTON & CO.,

119 Greenwich street.

New York, Aug. 26, 1850.

N.B.—B. J. & Co are also prepared to take contracts for English rails, delivered in any of the Atlantic ports of the United States.

Railroad Iron.

THE Undersigned, Agents for Manufacturers, are prepared to contract to deliver Rails of superior quality, and of any size or pattern, to any ports of discharge in the United States.

COLLINS, VOSE & CO.,

74 South St.

New York, June 1, 1850.

Tredegar Iron Works.

ROLLING MILL FOUNDRY AND MACHINE SHOPS. The undersigned continues to manufacture at his Works in this city (from best charcoal metal) Bar Iron of every description, embracing—

Rounds and Squares, from ½ to 5 inches diameter. Flats, from ½ to 7 inches, all thicknesses. Bands and Scrolls, all sizes. Boiler plate and Plough Iron. Railroad and Locomotive Axles and Tires. Locomotive Frames, Spikes and Plates. Hoops, Ovals, Half Ovals, Half Rounds, Angle, T, L, and indeed every description of Iron usually manufactured, all of which he warrants to be equal to any made in this country.

He also manufactures at his Foundry and Machine Shops all descriptions of Railroad Work, say, Locomotives, Railroad Wheels and Axles complete and ready for the road, Railroad Chairs, etc. Also, Marine and Stationary Engines all sizes, Sugar mills and Engines, Horse mills, and every kind of Machinery usually required for the operations of the country. He has paid particular attention to getting up machinery, etc., for Gold Mine operations, and those in want of such work might find it to their advantage to give him a call.

J. R. ANDERSON.

Richmond, Va., Sept. 10, 1850.

CUT NAILS OF BEST QUALITY, BAR IRON (including Flat Rails) manufactured and for sale by

FISHER, MORGAN & CO.,

75 N. Water St., Philadelphia.

Car Wheel Iron.

100 Tons "Columbia" No. 2 Cold Blast Charcoal Iron.

300 Tons "Salisbury" No. 1, do. do.

For sale by CHARLES T. GILBERT,
No. 80 Broad st.

New York, Sept. 21, 1850.

Railroad Spikes.

THE subscribers are prepared to make and execute contracts for Railroad Spikes of a superior quality, manufactured by the New Jersey Iron Company, at Boonton.

DUDLEY B. FULLER & CO.,

139 Greenwich st. corner of Cedar.

S. S. Keyser & Co., IRON WAREHOUSE,

Corner of South and Pratt Streets, BALTIMORE, MD.

Selling Agents for the Rough and Ready Bar Iron and Elk Boiler and Flue Iron Rolling Mills, Sarah and Taylor Furnaces, and Wrightsville Hollow Ware Foundry, and Dealers in Bar and Sheet Iron, and Cast, Sheer, German, Blister, Spring and Electroplated Steel, etc., etc.

Railroad Spikes, Boiler Rivets, etc.

THE Subscribers, Agents for the sale of James S. Spencer's, Jr., Railroad and Boat Spikes, Boiler Rivets, and Wrought Iron Chairs for Railroads, made at his Works near this city, will execute all orders with promptness, despatch, and of the best quality.

ALSO IMPORTERS of English refined and Merchant bar Iron; Extra refined Car and Locomotive Axles (from 3½ to 6½ inches in diameter); B. O. Locomotive Tire (welded by Baldwin). Also, supply Boiler and Flue Iron cut to pattern or otherwise.—Spring, Shear, and Cast Steel, etc., etc., etc.

T. & E. GEORGE.

Philadelphia, November 14, 1850.

Railroad Iron.

THE Undersigned, Agents for Manufacturers, are prepared to contract for the delivery of English, Welsh and Scotch Rails, of any pattern and weight, also for every description of English, Welsh, Scotch, and Swedish Iron, Railway Chairs and Spikes, Rivets, Bolts, Nuts, Washers, Chain Cables, Anchors, Tin Plates, German Spelter, Iron Castings, and every description of Machinery.

WILLIAM BIRD & CO.,

Iron and Tin Plate Merchants,

44 Wall st., New York.

And at 5 Martin's Lane, City, London,

and 140 Buchanan st. Glasgow.

July 27th, 1850.

Railroad Spikes, Wrought Chairs and Fastenings.

THE subscribers continue to manufacture, with increased facilities, Hook and Flat Head Railroad Spikes and Chairs. The points being FINISHED BY HAND, have a long taper, and sharp point, and are much superior to those made entirely by machinery.

We are also prepared to furnish Wrought Chairs, Clamps and Fastenings of every description, either punched or plain. The best quality of refined iron is used in the above articles, and our prices will be made as favorable as any in the country.

The patent Clinch Spike will be found an improvement to secure the rail at the joints.

They drive in the manner shown and are not liable to work loose.

All communications, addressed to the undersigned, will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles st., Baltimore Md.

TO RAILROAD COMPANIES, CAR MANUFACTURERS, etc.

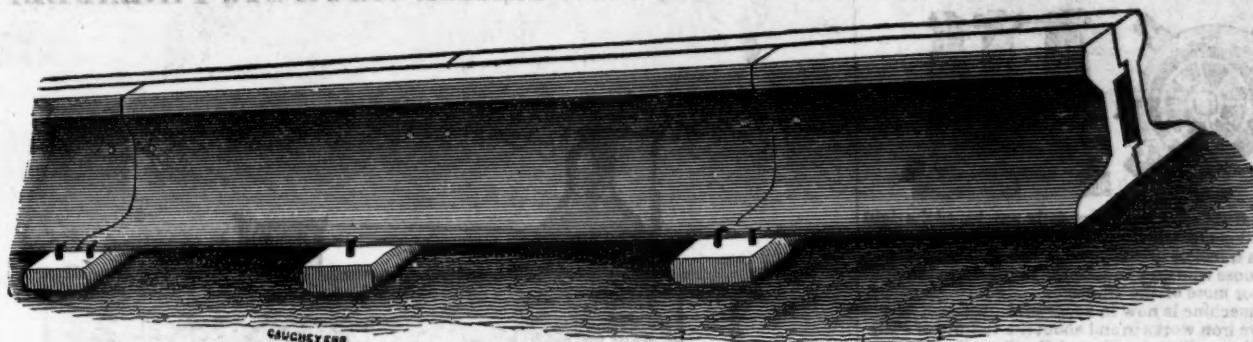
THE Undersigned hereby gives public notice, that the Commissioner of Patents, pursuant to his decision in relation thereto, on the 8th day of October, 1850, issued to him a Patent for the sole right to manufacture, and exclusive use of the INDIA RUBBER CAR SPRING, on account of priority of invention of said Spring.

F. M. RAY,

New York, Oct. 23, 1850.



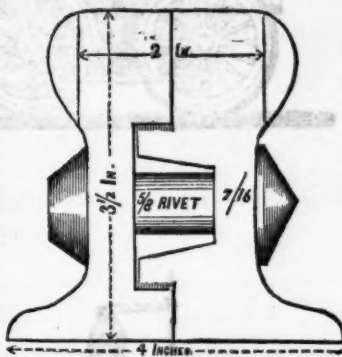
PATENT COMPOUND RAIL.



THE UNDERSIGNED NOW OFFER TO THE Railroad Public a new Compound Railroad Bar, which possesses, as they believe, a decided superiority over every kind now in use. The Cuts annexed will give a good idea of the form of the Rail, and the mode of combination.

This Rail has now been in use on the New York and Erie and the Utica and Schenectady Railroads for nearly two years, and has proved itself to be a *durable and continuous* rail, realizing the advantages of a theoretically perfect rail, over the one in common use. We invite the attention of Railroad Companies to a careful examination of the merits of the form now offered.

The advantages of this Rail are: first, it effects a saving of from 25 to 50 per cent. in the wear and tear of the machinery; secondly, it saves to a vastly greater extent in the repairs of track; thirdly, it secures a much higher rate of speed with the same power; and what is of still



greater importance, it offers complete protection against most of the accidents to which companies are liable. For these reasons, it is believed to be not only the best, but the cheapest rail that can be used. In enumerating its advantages, the proprietors only repeat the statements of competent persons, who have had the best opportunities of judging of its merits.

This improved Rail is now being manufactured at the Works of the Mount Savage Iron Co. in Maryland. Any communications or enquiries addressed to either of the undersigned will receive prompt attention.

J. F. WINSLOW, President,
Troy, N. Y.
ERASTUS CORNING, Albany.
WARREN DELANO, Jr., N. Y.
JOHN M. FORBES, Boston.
ENOCH PRATT, Baltimore.

April 8, 1851.

Faggotted Car and Engine Axles

FORGED by RANSTEAD, DEARBORN & Co., Boston, Mass. These Axles enjoy the highest reputation for excellence, and are all warranted.

Iron Trade of Pennsylvania.

DOCUMENTS and Statistics relating to the Manufacture of Iron in the State of Pennsylvania—giving a history of the manufacture from its commencement to this date, illustrated by diagrams. Also tables giving the address and capacity of every establishment in the State. Prepared by direction of the late convention of the trade held in Philadelphia. For sale by

LINDSAY & BLACKISTON, Philadelphia.
FIELDING LUCUS, Jr., Baltimore.
HENRY G. NICHOLS, 79 Water st., N. Y.
or at this office—price \$1 00.

It will be sent by mail to any order enclosing the money, and post paid.

Ulster Iron.

THE ULSTER IRON WORKS, Saugerties, N. Y., continue in full operation. Orders for round, square, flat, band, hoop and scroll iron, will be received and promptly executed by

J. & L. TUCKERMAN,
69 West St., New York.

India-rubber for Railroad Cos.

RUBBER SPRINGS—Bearings and Buffer—Fuller's Patent—Hose from 1 to 12 inch diameter. Suction Hose. Steam Packing—1-16 to 2 inch thick. Rubber and Gutta Percha Bands. These articles are all warranted to give satisfaction, made under Tyler & Helm's patent, issued January, 1849. No lead used in the composition. Will stand much higher heat than that called "Goodyear's," and is in all respects better than any in use. Proprietors of railroads do not be overcharged by pretenders.

HORACE H. DAY,
Warehouse 23 Courtlandt street
New York, May 21, 1849.

Railroad Iron.

2000 TONS T RAILS, of desirable pattern, arrived, and to arrive, for sale by
RAYMOND & FULLERTON,
45 Cliff st.

6:21

Railroad Iron.

THE MOUNT SAVAGE IRON WORKS, Alleghany county, Maryland, having recently passed into the hands of new proprietors, are now prepared, with increased facilities, to execute orders for any of the various patterns of Railroad Iron. Communications addressed to either of the subscribers will have prompt attention. J. F. WINSLOW, President
Troy, N. Y.

ERASTUS CORNING, Albany
WARREN DELANO, Jr., N. Y.
JOHN M. FORBES, Boston.
ENOCH PRATT, Baltimore, Md

November 6, 1848.

Railroad Iron.

THE SUBSCRIBERS ARE PREPARED TO take orders for Railroad Iron to be made at their Phoenix Iron Works, situated on the Schuylkill River, near this city, and at their Safe Harbor Iron Works, situated in Lancaster County, on the Susquehanna river; which two establishments are now turning out upwards of 1800 tons of finished rails per month.

Companies desirous of contracting will be promptly supplied with rails of any required pattern, and of the very best quality.

REEVES, BUCK & CO.
45 North Water St. Philadelphia;

March 15, 1849.

LAP—WELDED WROUGHT IRON TUBES

FOR

TUBULAR BOILERS,
FROM ONE AND A QUARTER TO SEVEN INCHES IN DIAMETER.

THE ONLY Tubes of the same quality and manufacture as those so extensively used in England Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.

THOMAS PROSSER & SON, Patentees,
28 Platt street, New York.

AMERICAN PIG IRON.

"POUGHKEEPSIE" brand, Dutchess Co., N. Y.
"GLENDON" brand, Lehigh county, Pa.
Orders for the above two well known brands will be received, and promptly executed, by
J. & L. TUCKERMAN,
69 West St., New York.

American Cast Steel.

THE ADIRONDAC STEEL MANUFACTURING CO. is now producing, from American iron, at their works at Jersey City, N. J., Cast Steel of extraordinary quality, and is prepared to supply orders for the same at prices below that of the imported article of like quality. Consumers will find it to their interest to give this a trial. Orders for all sizes of hammered cast steel, directed as above, will meet with prompt attention.

May 28, 1849.

PATENT HAMMERED RAILROAD, SHIP & BOAT SPIKES.—The Albany Iron Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscribers at the works will be promptly executed.

JOHN F. WINSLOW, Agent.
Albany Iron and Nail Works, Troy, N. Y.
The above Spikes may be had at factory prices, of Erastus Corning & Co Albany; Merrill & Co., New York; E. Pratt & Bro'rs; Baltimore, Md.

Stickney & Beatty, DEALERS IN IRON AND IRON MANUFACTURERS.

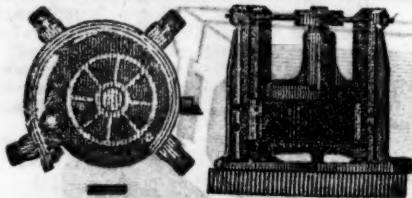
AGENTS for the Baltimore City Rolling Mill, (Works of Messrs. Ellicott) also agents for the sale of the Laurel, Locust Grove and Gunpowder (Balt.) Forge Pig Irons; Hupp's Cold Blast Columbia Wheel Iron, Fort and anti-Eatam Pig Irons. Caledonia, Columbia and Capon Cold Blast Boiler Blooms, warranted; Wm. Jessop & Son's Steel; Old Colony and anti-Eatam Nails; Bar Iron, Boiler Plates, Hoop, Sheet, Oval, Half Oval, Horse Shoe and other Iron. Exchange Place, Baltimore.

Railroad Iron.

2000 Tons, weighing 58 pounds per lineal yard, of the most approved pattern of T rails, in store and to arrive, for sale by
COLLINS, VOSE & CO.
74 South St.
New York, June 1, 1850.

MACHINERY.

Henry Burden's Patent Revolving Shingling Machine.



THE Subscriber having recently purchased the right of this machine for the United States, now offers to make transfers of the right to run said machine, or sell to those who may be desirous to purchase the right for one or more of the States.

This machine is now in successful operation in ten or twelve iron works in and about the vicinity of Pittsburgh, also at Phoenixville and Reading, Pa., Covington Iron Works, Md., Troy Rolling Mills, and Troy Iron and Nail Factory, Troy, N. Y., where it has given universal satisfaction.

Its advantages over the ordinary Forge Hammer are numerous: considerable saving in first cost; saving in power; the entire saving of shingler's, or hammerman's wages, as no attendance whatever is necessary, it being entirely self-acting; saving in time from the quantity of work done, as one machine is capable of working the iron from sixty puddling furnaces; saving of waste, as nothing but the scoria is thrown off, and that most effectually; saving of staffs, as none are used or required. The time required to furnish a bloom being only about six seconds, the scoria has no time to set, consequently is got rid of much easier than when allowed to congeal as under the hammer. The iron being discharged from the machine so hot, rolls better and is much easier on the rollers and machinery. The bars roll sounder, and are much better finished. The subscriber feels confident that persons who will examine for themselves the machinery in operation, will find it possesses more advantages than have been enumerated. For further particulars address the subscriber at Troy, N. Y.

P. A. BURDEN.

Railroad Spikes and Wrought Iron Fastenings.

THE TROY IRON AND NAIL FACTORY, exclusive owner of all Henry Burden's Patented Machinery for making Spikes, have facilities for manufacturing large quantities upon short notice, and of a quality unsurpassed.

Wrought Iron Chairs, Clamps, Keys and Bolts for Railroad fastenings, also made to order. A full assortment of Ship and Boat Spikes always on hand.

All orders addressed to the Agent at the Factory will receive immediate attention.

P. A. BURDEN, Agent,
Troy Iron and Nail Factory, Troy, N. Y.

CHILLED RAILROAD WHEELS.—THE UNDERSIGNED are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of spokes or discs, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the use of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,
Willow St., below 13th,
Philadelphia, Pa.

Brown's Old Established SCALE WARE HOUSE,
NO. 234 WATER ST., NEW YORK.

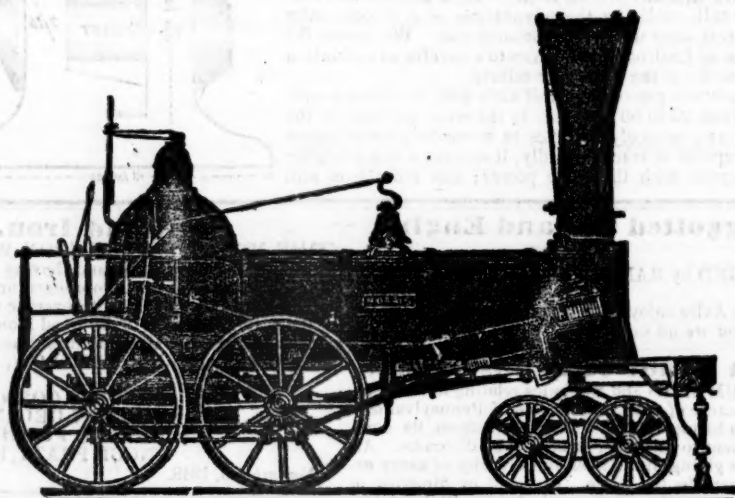
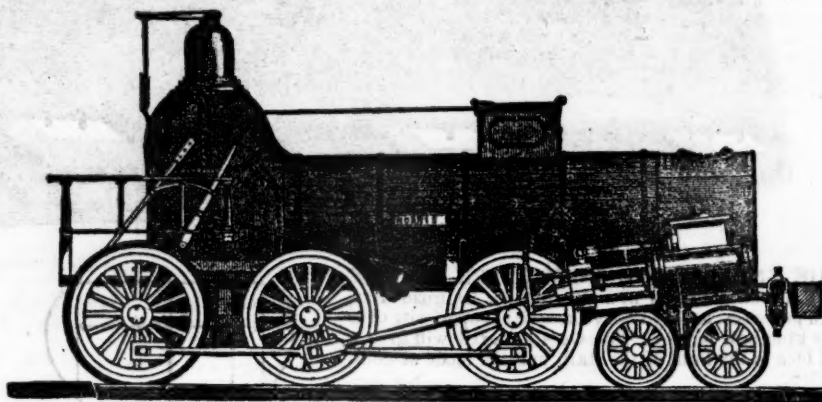
THE Subscriber, Practical Manufacturer of Scales of every description, respectfully asks the attention of Railroad Companies to his Improved Wrought Iron Railroad Track and Depot Scales which for strength, durability, accuracy, convenience in weighing, and beauty of workmanship, are not surpassed by any others in this country.

He is aware that this is rather a bold assertion for him to make, yet he can say with confidence that they have but to be tried to give them precedence over all others.

J. L. BROWN.

Bank Scales made to order, and all Scales of his make Warranted in every particular.

Reference given on request.

NORRIS' LOCOMOTIVE WORKS.
BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA,

THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size. Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

Wrought Iron Tyres made of any required size—the exact diameter of the Wheel Centre, being given, the Tyres are made to fit on same without the necessity of turning out inside.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS, BROTHERS.

PATENT MACHINE MADE HORSE-SHOES.



The Troy Iron and Nail Factory have always on hand a general assortment of Horse Shoes, made from Refined American Iron.

Four sizes being made, it will be well for those ordering to remember that the size of the shoe increases as the numbers—No. 1 being the smallest.

P. A. BURDEN, Agent,
Troy Iron and Nail Factory, Troy, N. Y.

Etna Safety Fuse.

THIS superior article for igniting the charge in wet or dry blasting, made with DUPONT'S best powder, is kept for sale at the office and depot of

REYNOLDS & BROTHER,

Manufacturers,

No. 85 Liberty St.

NEW YORK.

And in the principal cities and towns in the U. States. The Premium of the AMERICAN INSTITUTE was awarded to the Etna Safety Fuse at the late Fair held in this city.

November 3, 1849.

17

UNION WORKS,

North street, opposite the Railroad Depot,
BALTIMORE.

Poole & Hunt,

Manufacturers of Steam Engines and Mill Gearing, Machinists' Tools, and all kinds of heavy and light Machinery.

Also put up Arrangements of Wrought Iron Pipes for heating buildings and conveying steam or water. Castings of every kind furnished at short notice.

Every exertion will be made to insure the satisfaction of customers.

Patent Machine Picket Fence

SIX DIFFERENT STYLES of this fence are now made by patent machinery; and is by far the most economical fence for Railroads, Farms, Yards, etc., ever yet offered to the public, costing only from 4 to 30 cents per foot, according to pattern; and is so put up as to be shipped at a trifling expense. Full particulars will be furnished, by addressing the subscriber, to whom all orders should be sent.

N. STRATTON, Troy, N. Y.